AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 51.] SATURDAY, DECEMBER 17, 1870. [WHOLE No. 1,809 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 17, 1870.

For the American Railroad Journal.

Lowthorp on the Use of Cast and Wrought Iron in Bridge Construction.

BY THOMAS C. CLARKE.

In the AMERICAN RAILROAD JOURNAL for October 22d and 29th, is a paper stated to have been read before the American Society of Civil Engineers by F. C. Lowthorp, a member of the Society and builder of iron bridges.

Whatever prestige this paper may derive from the fact of its having been read before a learned body, its author is welcome to. But when it was read, there was no time for discussion; and had it been published by the Society in the usual course of its papers, we should have combatted its deductions and opinions before the Society, in the usual way.

But as Mr. Lowthorp has seen fit to publish it himself, without waiting for the action of the Society, he has made it public property, and we feel no delicacy in criticising it in the public press, and pointing out wherein we think his recommendations would lead to a dangerous style of construction.

This paper is made up, according to its author, of "facts and observations." The "facts" consist in giving a list of iron bridges built by him, in which the upper chords and posts were made of cast iron. The "observations" are mainly to the effect that because these bridges have successfully borne the traffic of the railways for a number of years, therefore cast iron is better than wrought for the compressive members of a bridge truss.

But there are many cast iron bridges that have done the same thing, and there are some wrought iron bridges that have utterly failed. The natural inference is that the former were well proportioned and the latter not. The success of Mr. Lowthorp's bridges does not prove anything as to the value of the two materials.

If moreover it can be shown that some of his bridges are strained beyond what the best practice of the engineering profession has fixed as the limit of safety, this merely shows that Mr. Lowthorp has more hardihood than most of his professional brethren. It certainly does not prove that the practice is safe.

Mr. Lowthorp quotes various authorities to show that the power of cast iron to resist compression much exceeds that of wrought iron. Everybody knows that this is true; but there is another fact to be taken into account, and that is that a compressive force acting along the axis of a column will produce a tensile strain at right angles to it. In other words, if the length of the column exceeds a certain ratio of the diameter, it will first bend and then break, as it would do if laid horizontally and loaded with a weight in the centre. All of Mr. Lowthorp's columns are long enough to come under this law.

Mr. Lowthorp quotes Hodgkinson, whose experiments are our sole authority upon the strength of cast iron struts. From these experiments Hodgkinson derived a formula which is the best means we have of ascertaining the strength of any cast iron column. By this formula, a hollow cylindrical cast iron column whose length does not exceed 14 or 15 diameters, which is about the proportion of Mr. Lowthorp's upper chords, will bear before failing, about 50,000 lbs. per sq. inch. The factor of safety as usually taken by engineers, is from one-fifth to one-seventh of the ultimate strength. Mr. Lowthorp admits that in one instance he has subjected his cast upper chords to a strain of 19,000 lbs. per sq. inch, and wishes us to believe, on his sole authority, that the elasticity of the metal is not impaired.

It is evident that Mr. Lowthorp has not followed the excellent advice of Mr. Whipple, quoted by himself. "It is necessary to take into account the length and diameter, as well as the area of cross section, in order to determine the amount of negative (compressive) strain which a piece of cast iron, or any other material may be relied upon to sustain."

We have thus shown that the value of a cast iron column depends upon its tensile as well as its compressive strength. Now we do not mean to say that it is not possible to procure cast iron of a high tensile strength; for the Government specification for artillery requires cast iron of a tensile strength of over 30,000 lbs. per sq. inch, which is more than double that of ordinary cast iron.

But such iron is obtained by a special process of re-melting several times and "boiling," that is keeping it in a state of fusion for several hours in an air furnace, in which the fuel is burnt on a separate grate, and only the natural draft employed.

Neither Mr. Lowthorp nor any other bridge builder ever puts such cast iron as this into their chords and columns, for the simple reason that it would cost more than wrought iron. Moreover, although its tensile strength is so great, it is by no means a tough iron; it is hard and brittle, and would not make as strong a column as would wrought iron of the same tensile strength.

As there is a greater range in the quality of cast irons than of wrought, the chances are greater that the owners of a bridge, which admitted cast iron in the chords and columns, would pay the price of a good material for a poor one, than if they insisted on the use of wrought iron only.

It is not only more difficult to detect an inferior quality of material in cast iron than in wrought, but it is almost impossible to detect flaws, honeycombs, etc., in column castings, and very difficult to ascertain whether the core has remained truly centred.

The main difference between the two kinds of material is this: in wrought iron the very pro-

cess of manufacture eliminates flaws; in cast iron it conceals them. Wrought iron moreover gives warning before it begins to fail, under compression at least, while cast iron snaps like glass.

The greater elasticity of cast iron under a compressive strain, has the effect of causing greater deflection in a bridge built with cast iron chords than in one which has them of wrought iron. And here we prefer the authority of Edwin Clark to that of Mr. Lowthorp.

E. Clark in his work on the Brittania and Conway bridges, shows as the result of experiments (see p. 305 to 320) that cast iron under equal loads per sq. inch with wrought iron, compresses twice as much, and that while cast iron takes a sett even under the first ton, wrought iron does not do so until about 10 tons per sq. inch are put on it; and he farther shows that in all cases cast iron breaks under the ultimate strain, while wrought iron bends, and still remains useful.

But we may be asked, "would you condemn the use of cast iron altogether in bridge construction?" Certainly not, if used *legitimately*, that is to say in circumstances where *there can be neither tensile nor cross strain upon it.* Here it is as safe and as fit to be used as in the case of car-wheels, quoted by Mr. Lowthorp. Any other view would exclude its use in bed-plates, washers, and in those pieces used for connecting parts of wrought iron together, which are subject to compressive strain only.

No one in their senses would allow of the use of cast iron in the floor beams of a bridge; but very few consider that the upper chords and posts are subject to a precisely similar strain, and yield, when they do, in the same manner as a beam placed horizontally and loaded in the centre. Hence we say, that the use of cast iron, for the upper chords and posts of bridges is as dangerous as it would be to use it for floor beams.

And the fact that Mr. Lowthorp's bridges are still standing—(and we hope they will stand for many a day, along with the Quincy bridge, and other bridges where upper chords are of cast iron,)—does not reconcile us to what we always have considered and shall consider the improper use of cast iron.

Little Miami and Columbus and Xenia Railroads.

Since December 1, 1853, and to November 30, 1868, the L. M. and the C. and X. companies were united in partnership. In January, 1865, the joint companies leased the Dayton and Western R. R., and in February of the same year purchased the Dayton, Xenia and Belpre R. R. This connection was dissolved December 1, 1868, and from that date the L. M. company took a 99 years' lease of the C. and X. and of all the interest of that company in the D., X. and B. and the D. and W. railroads, agreeing to pay all partnership and other debts of the leased roads, except the principal of the bonds of the C. and X. company, and to pay the last named company a sufficient sum to yield 7 per cent. on its capital stock free of taxes, etc. In December last a further change was effected. The L. M. company then leased their property and rights in perpetuity to the Pittsburg, Cincinnati and St. Louis company, the lease being guaranteed by the Pennsylvania company, at an annual rental of $480,000, free of tax, etc. This rental is equivalent to 8 per cent. on $6,000,000, and to that amount the stock of the L. M., including that of the C. and X. company, has been increased. By this arrangement a through line of 668 miles under a consolidated administration has been established between Philadelphia and Cincinnati with several converging branches of no little importance. The report of the L. M. and Col. and X. railroads for the year ending Nov. 30, 1869, recently issued, will be the last separate statement for that line, and hence, though late after date, we transfer to our columns the main facts of the statements made therein.

The following statement compares the earnings of the fiscal years 1867–'68 and 1868–'69:

	1867–'68.	1868–'69.
Passengers	$708,928 33	$694,631 55
Freight	812,054 69	848,247 45
Expresses and mails	120,193 06	115,331 42
Rents of depots	3,304 50	3,109 81
Mileage of engines & cars	23,723 99	32,014 20
D. & W. R.R. earn'gs.	94,593 56	96,018 75
Interest on investments, &c	64,353 51	43,642 00
	$1,837,146 64	$1,832,995 18

The working expenses in the same years were as follows:

Transportation	$504,597 74	$525,133 89
Cars	120,677 42	111,451 66
Locomotives	95,068 91	69,933 31
Roads	288,452 80	226,909 42
General	63,655 38	58,220 30
Loss and damage	24,647 96	15,846 42
D. & W. R. R. exp.	86,123 38	65,266 02
	$1,183,223 59	$1,073,761 02
Net Earnings	$653,923 05	$759,234 16

From which deduct—

Interest and rents	$126,818 92	
Taxes	83,754 50	
D. and W. R. R. interest and taxes	58,255 26	
Dividend No. 47 May, 1869	131,614 74	
" No. 48 Nov., 1869	131,614 74	
Lease, &c., C. and X. R.R.	100,664 44	
		532,717 60
Leaving undivided surplus		$126,516 56
L. M. surplus, Nov. 30, 1868	$290,480 89	
L. M. and C. and X. surplus, Nov. 30, 1868	565,478 64	
		855,959 53
Total surplus		$982,476 09
Transferred to C. and X. Co. on execut'n of lease	$45,523 76	
Charged to profit and loss	341,760 74	
		387,284 50
Surplus Nov. 30, 1869		$595,191 59

The following is the chief substance of the Director's Report:

Since your last annual meeting many important changes have taken place in the railroad system of the country, changes involving in many particulars, the immediate interests of this Company.

The consolidation of the lines of road between Buffalo and Chicago became the subject matter of serious consideration. So long as the companies owning the roads between Cleveland and Buffalo had no interests west of Cleveland, this company had no reason to doubt that by continuing the policy which it had always pursued toward those companies in connection with the Cleveland and Columbus company, the relations heretofore existing would continue, and our road would continue to be used by them as their line to Cincinnati, the South and Southwest, but when their interest became identified with the roads west of Cleveland, it was not difficult to foresee that a state of things might arise in which their interests might be adverse to those of this company, and in which this company, without a large expenditure of money, would be powerless for its own protection. Shortly after this consolidation, and before the combined companies had given any evidence of what might be expected in the future, the Pittsburgh, Cincinnati and St. Louis company, the immediate ally and representative of the Pennsylvania company, became the owner by purchase of the Cincinnati and Zanesville road, with arrangements already made for the extension of the latter road from Zanesville to Dresden, there connecting with its own line of road, thus bringing the road of that company within thirty-six miles of the City of Cincinnati. To wait for the completion of the road between Zanesville and Dresden, was in the opinion of your Board of Directors, but to wait until the alternative was presented of giving to the Pittsburgh, Cincinnati and St. Louis company an unrestricted right to use your road between Morrow and Cincinnati, or the building of an independent road between Morrow and Cincinnati.

The Baltimore and Ohio company had already obtained the control of the Cincinnati and Marietta road, and adopted that as their Cincinnati connection. The Erie company had, in like manner, such control as it desired over the Hamilton and Dayton road, and had its independent Cincinnati connection.

Under these circumstances it became a serious question for those in charge of your property and interests to determine what was proper, best and wise for them to do, and giving to the subject that consideration its importance demanded, they could not doubt that their true line of duty led to an alliance of some kind with the Pennsylvania interests, and thus impressed, interviews and negotiations followed, which have resulted in a lease of your road to the Pittsburgh, Cincinnati and St. Louis company.

Without going into the details of the lease, its general provisions may be stated as follows:

It is perpetual in its terms and provisions.

It includes the Little Miami road, and all roads and other property, by the Little Miami company owned or operated under leases from other companies.

It takes effect as of the first day of December, 1869, and vests in the lessee in addition to the leased property, all the property of every kind and description owned by this company on that day.

It provides that the capital stock of this company may be increased so that the aggregate capital stock of this and the C. and X. companies will be $6,000,000,—and that the rental to be paid shall be equal to eight per cent. on that amount of capital, or $480,000 per annum, payable in quarterly instalments at the office of this company in this city; that such rental shall be free from all taxes, State and National; that the lessee will pay all taxes upon the property, leased, assigned or conveyed; will assume and pay all debts, obligations and liabilities of every kind and description against this company, accrued or accruing, on the day on which the lease is to take effect.

It contains all the provisions deemed necessary to the full and perfect protection of this company, and the property leased.

The performance of the terms and covenants of the lease by the lessee is guaranteed by the Pennsylvania Railroad company.

The lengths of the roads owned and leased by the L. M. Co. are described as follows:

	Line.	2d track.	Sidings.	Total.
L. M. R. R.	82.50	26.30	18.61	127.41
C. and X. R.R.	54.50	—	12.74	67.24
D. and X. R.R.	15.25	—	1.50	16.75
Total	152.25	26.30	32.85	211.40
D. and W. R.R.	42.00	—	8.20	45.20

The L. M. company own 47 locomotives of

which 15 are for passenger and 32 for freight service. The number of passenger cars owned is 35, of baggage, mail and express, 20, and of freight cars, 714. Of the freight cars 438 are box, 140 stock, 35 low rack, 20 coal, 67 flat and 14 caboose cars. Thirty-six of the above are in the White Line and forty in the South Shore Line.

Passenger trains run 521,562, freight 319,368, wood and construction 41,173 and other 139,732, or a total of 1,021,835 miles. Passenger cars run 2,691,657 and freight cars, 6,778,631 miles—total, 9,470,288 miles.

The total number of passengers carried exclusive of commuters (115,008) was 455,370, of which 126,374 were through and 328,996 local. The freight movement was 465,887 tons, of which 263,653 tons were through and 202,234 local.

The increase over the previous year was: trains 80,118 miles, and cars 728,043 miles. Passengers decreased by 16,712. Freights increased by 96,044 tons.

The Auditor in his report explains certain items in the general and balance sheet as follows:

Under the terms of our lease of the C. and X. R. R., the entire interest of the C. and X. company in the joint assets and liabilities of the L. M. and C. and X. partnership, was transferred to us, as specified and conditioned in sections 3 and 8 of the lease. This interest is stated among our liabilities in the amount standing to the credit of the C. and X. company.

The following is an abstract of the general balances as found at the close of the fiscal year 1868–'69:

Liabilities.	
Capital stock	$3,572,400 00
Cincinnati Loan due Dec. 31, 1880	100,000 00
Mortgage bonds due May 2, 1883	1,480,000 00
Bills payable	27,031 58
Due to agents	2,579 21
Due to Transportation Cos.	134,767 38
Unpaid dividends	147,721 41
C. and X. R. R. Co	643,989 54
Street Connection Loan	125,000 00
Personal accounts, pay rolls and supplies	219,869 49
Surplus	595,191 59
Total	$7,048,490 20

Property and Assets.	
Construction	$2,964,723 85
Real estate and depots	965,803 68
Rolling stock and shop machinery	1,061,094 12
Street Connection track	64,639 00
Dayton and Xenia Branch	412,285 12
Col. and Xenia stock	529,550 00
L. M. Elevator stock	20,000 00
Col. and X. R. R. bonds	54,000 00
L. M. R. R. bonds	13,000 00
P. C. and St. Louis R. R. bonds at 80 per cent	160,000 00
Street Connection bonds at 80 pr ct.	158,000 00
Dayton on Western R.R. b'ds at cost	22,900 00
Yellow Springs Impv. bonds at par.	2,000 00
Wharf boat	4,874 76
Supplies on hand	171,484 19
Bills receivable	51,510 50
Personal and company accounts	172,731 11
Cash	229,353 27
Total	$7,048,490 20

President.—H. J. Jewett.

Directors.—Jos. C. Butler, Chas. P. Cassilly, W. H. Clement, Edmund Dexter, Henry Hanna, L. B. Harrison, H. J. Jewett, Richard Lewis, and J. H. Rogers, of Cincinnati; John Bacon, of Springfield; Abraham Hivling, of Xenia, and Jos. R. Swan, of Columbus.

Treasurer.—Chas. P. Cassilly.

Secretary.—Joseph C. Butler.

State Tax on Passenger Travel.

In the Superior Court of this city, yesterday, the important and much-talked-of case of the State of Maryland *vs.* The Baltimore and Ohio Railroad Company, which has been on trial for the past week, terminated, under the instructions of the court, by a verdict in favor of the company. This suit, as our readers are aware, was instituted in pursuance of joint resolutions to that effect passed at the last session of the Legislature, for the purpose of compelling payment by the company of the one fifth of the gross receipts of the road from passenger travel on the Washington Branch, required by the act of 1832, chapter 175, and its supplements, to be paid into the State treasury, but which for the past two years the company has refused to pay over, upon the ground that such exaction by the State was in the nature of a tax or restriction upon passenger travel, declared by the Supreme Court of the United States, in the case of Crandall *vs.* The State of Nevada, to be unconstitutional.

In the case before the Superior Court two questions were involved—First whether the reservation of the one-fifth receipts was in the nature of a passenger tax, and within the application of the principle of the Nevada case; secondly, whether admitting the unconstitutionality of the State law requiring the company to pay over one-fifth of its receipts from passenger travel, the company had any right to retain the amount already collected on that account, it being conceded that no reduction in the rate of fare charged on the Washington Branch has taken place since the company refused to pay over to the State. Both points were ruled in favor of the company by Judge Dobbin, which ruling necessarily put an end to the case, leaving no question to be determined by the jury.

An exception was reserved by the counsel for the State, with the view of taking the case to the Court of Appeals.

Another important point in the case, however, it will be recollected, had been previously determined adversely to the company, that is, its claim of set-off for $185,000 alleged to have been advanced for the premium on gold to pay interest in London, the court holding that as the State, as a sovereign, could not be sued no cross-action in the shape of a set-off could be allowed, and it was necessary to rely on the justice of the State in all claims against her.

To the public at large, perhaps the most interesting feature connected with the case is the announcement that from and after to-day the rate of fare between Baltimore and Washington will be reduced from one dollar and fifty cents to one dollar and twenty cents—the reduction representing the one-fifth heretofore claimed by and for more than thirty years paid to the State, but which the court has now decided that the State has no right to exact. A corresponding reduction will be made in the rate of fare between intermediate stations on the same road. This measure, it will be remembered, was recommended by the finance committee of the company at the time their resolution was taken to contest the legality of the State's claim, and has only been deferred pending the decision of the legal questions in controversy. —*Baltimore Sun, Dec.* 10.

☞ The Boonton Branch of the Delaware, Lackawanna and Western railroad is now open for travel. The new route leaves the main road at Denville Station, running directly through Boonton, Beavertown, Meade's Basin, Paterson, Clifton and Rutherford Park, to Bergen Tunnel. Two daily trains will run the entire length of the Branch, 34 miles.

☞ The stockholders of the Camilla and Cuthbert Railroad, at their meeting at Newton, Ga., on the 15th instant, choose Gen. A. H. Colquitt as President, and A. L. Hawes as Secretary and Treasurer.

Sale of the St. Paul and Pacific Railroad to the Northern Pacific.

The New York *Tribune*, of November 23, has the following very important announcement:

"The Northern Pacific Railroad Company has purchased from E. D. Litchfield, of London, the main and branch lines of the St. Paul and Pacific Railroad—about 300 miles in length. Mr. Litchfield is to complete the main line to Breckinridge. From this point it will be extended to the Great Bend of the Missouri. The extension of the branch to Pembina, on the British boundary line, will be commenced immediately. We understand that the principal officers of the St. Paul and Pacific retain their positions."

Mr. E. D. Litchfield, the gentleman referred to, arrived in this city last evening, accompanied by Mr. L. Wilmar, of London, the gentleman through whom the bonds of the St. Paul and Pacific Railroad Company were negotiated at Amsterdam. On being applied to by a reporter of the Press, to ascertain whether the startling information contained in the above paragraph was correct, it was corroborated by them in every particular. The sale was effected in New York on last Tuesday, Mr. Litchfield disposing of his entire interest, and he and Mr. Wilmar return on Tuesday next to complete the arrangements. While the principal officers of the company will retain their positions at present, there will be some change in the directory in consequence of the retirement of Mr. Litchfield from the company.

Mr. Litchfield declined to give any information at present as to the terms and conditions of the sale, and as to the future policy of the Northern Pacific Railroad Company in relation to these lines, beyond what is contained in the above paragraph to the *Tribune*, except to express his belief that the sale would redound to the advantage of the State at large and of St. Paul in particular, as it removed all ground of conflict between the companies, and made them one in interest. We understand from another source that Mr. Wilmar, to whose agency in the negotiation of the bonds of the St. Paul and Pacific that enterprise is mainly due, will now take hold of the bonds of the Northern Pacific, and that the Amsterdam parties are to be financial agents of that company in Europe.

There can be no question of the correctness of Mr. Litchfield's judgment, that the consolidation of the St. Paul and Pacific with the Northern Pacific will redound to the advantage of the State, of St. Paul, and both of the systems of roads which it now unites under one control. They are, in fact, inseparable parts of the same great system, and by their consolidation, the Northern Pacific obtains the much needed advantage of a direct outlet to the Mississippi river and Chicago; makes the St. Paul and Pacific an integral part of that great highway between the oceans, and lifts it up from a mere isolated local system to the importance of a leading continental trunk line. It solves, too, the question of the position of St. Paul in relation to the Northern Pacific Railway system, and makes it the Mississippi base or starting point of that great thoroughfare.

Two highly important results are already assured by the sale of the road:

First, The immediate extension of the main line of the St. Paul and Pacific to Breckinridge, and thence to the Great Bend of the Missouri; and

Second, The immediate extension of the branch line from St. Cloud to Pembina.—*St. Paul Press, Nov.* 27.

☞ At a meeting of the stockholders of the Salt Works and Coal Mine Railroad Company, held at Lebanon, Va., on the 9th inst., W. A. Stuart, Esq., of Saltville, was elected President. The Chief Engineer estimates the total cost of the road at $1,700,000.

☞ The Baltimore, Pittsburg and Chicago Railroad company was organized at Aurora, Ind., a few days since, by the election of a board of directors with Hon. Wm. M. Clapp as President,

The Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to $33,783,000 of which $33,762,300 has been paid. The receipts for the transportation of passengers, freight, &c., for the year ending June 30, 1870, were $8,344,-371 08, and expenses $5,649,573 45, leaving as net earnings $2,694,797 63. The entire cost of the road and fixtures at that date, not including unadjusted balances to contractors, was $108,722,-134 35, and the then indebtedness of the company $76,480,698 61, of which $27,236,512 was for bonds of the United States, and $1,602,157 98 on account of interest paid thereon by the Treasury and not refunded by the company.

A copy of "articles of association, of amalgamation and consolidation of the Central Pacific Railroad Company of California with the Western Pacific Railroad Company," certified to by the Secretary of the State of California, has been filed in this Department, as proof that these two companies, on the 22d of June, 1870, were consolidated, in conformity with the laws of the State of California, under the name of the "Central Pacific Railroad Company." Stock of the Central Pacific Railroad Company to the amount of $48,400,100 has been subscribed, and $48,378,740 paid. The receipts from transportation of passengers and freight for the year ending June 30, 1870, were $6,070,172 90, and their expenses $3,542,212 59, leaving net earnings to the amount of $2,527,960 31. At its close the indebetdness of the company amounted to $67,079,730 54, of which $27,851,000 was to the United States.

The act of Congress approved May 6, 1870, provides for fixing the point of junction of the Union and Central Pacific Railroads within the limits of certain sections of land therein specified. I have not been officially advised of the selection of such point.

The last section of the Western Pacific Railroad, of 20.16 miles, was accepted January 21, 1870. This, with the preceding sections accepted, makes the whole length of the road 123.16 miles.

The stock subscription of the Central Branch Union Pacific Railroad is $1,000,000, of which $980,600 has been paid. The receipts for transportation of passengers from August 1, 1869, to June 30, 1870, were $67,899 96, and for freight $114,663 50. The expenses on account of the road and fixtures have been $3,723,700, and the indebtedness of the company, for borrowed money, railroad iron and freights, is $43,561 80.

Stock of the Kansas Pacific Railroad Company to the amount of $5,072,500 has been subscribed and paid in. The receipts for the transportation of passengers, freight, &c., from September 1, 1869, to June 30, 1870, were $2,530,283 90, and the expenses $1,488,815 75. The net earnings of the company were $1,041,468 15. The indebtedness of the company at the last date was $18,462,-350, of which $6,303,000 was to the United States. The cost of construction and equipment of 533 miles of the main line and branch is estimated at $26,000,000. The line has been definitely located to Denver, 639 miles distant from the initial point. On the 30th of June last the road was in successful operation to the 500th mile-post, and work was energetically prosecuting on the remaining 139 miles. The cost of surveys during the year has been about $50,000.

The initial point of the Atlantic and Pacific Railroad is near the town of Springfield, Mo., "upon the west line of the northeast quarter of the southeast quarter of section 12, township 29, range 22 west." Work was commenced on the 4th of July, 1868, and fifty miles of road completed, equipped and opened for business on the 13th day of last June. On the report of the commissioners you accepted the work. In October, 1866, stock to the amount of $1,000,000 was subscribed, on which ten per cent. was paid. Certificates of stock to the amount of $3,008,200 have been issued in payment for the Southwest Pacific Railroad. The cost of surveys to July 1, 1870, was $30,585 57. The amount received from passengers to same date was $1,937, and that for freight $311 40. The cost of the road and fixtures, west of Springfield, to that date, was $2,-760,841 63. The company has issued bonds, secured by mortgage on its lands, to the amount of $3,000,000, of which $1,281,561 64 have been sold; and there is a floating debt, on account of construction and equipment of $1,735,592 32.

The amount of the stock of the Sioux City and Pacific Railroad Company subscribed is $4,470,-000, of which $1,788,000 has been paid. The receipts from the transportation of passengers, freights, &c., for the year ending June, 30, 1870, were $201,428 10, and the operating expenses $189,900 10, the net earnings being $111,528. The cost of the road and fixtures is $4,644,320, and the indebtedness of the company, $5,044,320.

At the close of the last fiscal year the amount of subscribed stock of the Southern Pacific Company was $1,800,000, and the amount actually paid in $280,800. Two corps of engineers have been in the field, and explored 510 miles. Notes for a full topographical map of the country thus examined have been taken. The cost of the surveys has been $4,037 50. The completed portion of the road between San Jose and Gilroy has not been surrendered by the contractors. The company has been at no expense in running it, nor has it received any of the income from transportation of freights and passengers. The indebtedness of the company is $480,000. It has contracted for the purchase of the San Francisco and San Jose Railroad for the sum of $2,770,000 in gold coin. Payment is to be made and possession taken on or before the 31st of December next.

The Northern Pacific Railroad Company filed a map designating the route of their road from the mouth of the Montreal river, in Wisconsin, to Cimiahmoo Bay, at the forty-ninth parallel of latitude, in Washington Territory. Instructions were thereupon issued for a withdrawal in Wisconsin, Minnesota and Oregon, of the odd numbered sections of land, to which prior adverse rights had not attached, within twenty miles, and in Washington Territory, south of Seattle of such sections within forty miles of each side of the road.

The first section of twenty miles of the Oregon Central Railroad Company, commencing at East Portland, Oregon, and terminating near Parrott's Creek, has been accepted as constructed in conformity with the requirements of the act of Congress. Evidence has been filed in this department that this company, on the 29th of March, 1870, assigned all their rights and interests to the Oregon and California Railroad Company of Portland, Oregon.

The commissioner appointed to examine and report on the first section of twenty miles of the Little Rock and Fort Smith Railroad reported that it was properly constructed, except as to ballasting. It was, therefore, accepted but on the express condition that this deficiency should be supplied prior to the completion of the whole line.

The report of the commissioners on 77.6 miles of the California and Oregon Railroad, commencing at Roseville and terminating near Chico, was received some time since. I declined to advise the acceptance of this portion, as it did not meet the description of a first class railroad. I informed the commissioners that on being duly notified by the company that these sections had been brought up to the standard adopted for the construction and equipment of the Union Pacific Railroad, they should re-examine them and report to me the result. I subsequently received representations on the subject from a source entitled to great respect, and I so far modified the order as to allow the chief engineer of the company to file with the commissioners a sworn statement, setting forth specifically the deviations from that standard, and showing in what manner the interests of the public would be thereby benefited. The commissioners were directed to forward such statement when received, with their report thereon, for the final determination of my successor.

The attorneys of the Union Pacific Railway Company, southern branch (now the Missouri, Kansas and Texas Railway Company) the Kansas and Neosho Valley Railroad Company, and the Leavenworth, Lawrence and Fort Gibson Railroad Company were fully heard on the right of their respective companies to construct a railroad from the southern boundary of Kansas through the Indian Territory. I also considered the objections of the representatives of certain Indian tribes through whose lands the projected lines of road would pass. After a most careful examination I reached the conclusion that existing laws and treaties authorized the construction of but one such road on certain conditions, which neither company had then performed. On a subsequent hearing it was shown that the first named company had completed its road to the designated point on that boundary, and I held that it was entitled to extend its line through said Territory. My action in the premises received your approval, and the companies were duly notified thereof.

The semi-annual accruing interest, paid by the United States and not refunded or otherwise discharged by a railroad company on the bonds issued in aid of the construction of its road, forms a part of its just debts. The companies furnish no statement of it. I called their attention to this obvious omission, but in no instance was it supplied except by the Union Pacific Railroad Company. On the 30th of June last there was due from the other companies, on account of such interest, $3,131,891 37.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Dec. 6, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

109,797.—Car Coupling, Henry Blanchard, Jr., Boston, Mass.

109,808.—Railway Reclining Chair, John B. Curry, New York, N. Y.

109,809.—Nut Lock, Milo A. Cushing and Otis R. Glover, Ottawa, Ills.

109,819.—Snow Plow, Cornelius F. Hornbeck and William I. Carns, Slaterville, N. Y.

109,823.—Head Rest for Car Seats, Edward M. Judd, New Haven, Conn.

109,830.—Car Coupling Stephen Mahurin, Liberty, assignor to himself, James W. Singleton and William A. Richardson, Quincy, Ills.

109,870.—Journal Lubricator, James A. Cowles, Chicago, Ills.

109,877.—Locomotive Head Light, Samuel W. Davies, Chicago, Ills.

109,886.—Iron Culvert, Moody G. Freeman, Wenona, Ills.

109,908—Lubricator for Steam Engines, Francis J. Wigan, assignor to Wm. Prosser, Manchester, England.

109,932.—Car Coupling, Jay R. Palmer, Mariposa, Cal., assignor to himself and James M. Hatch.

STEAM ENGINES.

109,878.—Rotary Engine, William A. Davis, Salem, Ohio.

109,904.—Direct Acting Steam Engine, Wm. D. Hooker, San Francisco, Cal.

109,951.—Direct Acting Engine, Sidney F. Shelbourne, New York, and Charles E. Ewery, Brooklyn, N. Y.

109,963.—Direct Acting Steam Engine, William J. Stevens, New York, N. Y.

List of Railroad Purchasing Agents.

Alabama and Chattanooga	G. W. Tallant,	Chattan'ga,Tenn.
Albany and Susquehanna	D. W. C. Ramsey,	Albany, N. Y.
Androscoggin	Oliver Moses,	Bath, Me.
Atlantic and North Carolina	E. R. Stanley,	Newbern, N. C.
Avon, Geneseo and Mt. Morris	G. W. Phelps,	Mt. Morris, N. Y.
Baltimore and Ohio	Jno. Oliver,	Baltimore, Md.
Baltimore and Potomac	Wm. Worrell,	Baltimore, Md.
Baton Rouge, Gros Tete & Opelousas	D. C. Montan,	Baton Rouge,La.
Blossburg and Corning	R. J. Burnham,	Corning, N. Y.
Boston, Clinton and Fitchburg	S. A. Webber,	Fitchburg, Mass.
Boston, Concord and Montreal	Lyon & Vose,	Boston, Mass.
Boston and Maine	Alfred Perkins,	Boston, Mass.
Buffalo, Corry and Pittsburg	N. M. Whiteside,	Mayville, N. Y.
Burlington and Missouri River	J. W. Ames,	Burlington,Iowa.
Calais and Baring	E. M. Sawyer,	Calais, Me.
California and Oregon	J. R. Watson,	Sacramento, Cal.
California Pacific	C. A. Haskin,	Vallejo, Cal.
Cape Cod	E. N. Winslow,	Wareham, Mass.
Catawissa	George Webb,	Williamsport,Pa.
Central Pacific (Cal.)	J. R. Watson,	Sacramento, Cal.
Chesapeake and Ohio	G. Netherham,	Richmond, Va.
Cheshire	H. H. Stone,	Keene, N. H.
Chicago and Alton	A. V. Hartwell,	Chicago, Ill.
Chicago, Burlington and Quincy	H. J. Higgins,	Chicago, Ill.
Chicago, Cincinnati and Louisville	C. W. Bradley,	Laportte, Ind.
Chicago and Northwestern	Adam Thayer Jr.,	Chicago, Ill.
Chicago, Rock Island and Pacific	Allen Manvell,	Chicago, Ill.
Chicago and Southwestern	C. J. Burnes,	St. Louis, Mo.
Cincinnati, Hamilton and Dayton	P. Hickey,	Cincinnati, O.
Cincinnati, Richmond and Chicago	P. Hickey,	Cincinnati, O.
Cincinnati, Sandusky and Cleveland	A. J. Morrison,	Sandusky, O.
Cleveland and Pittsburg	Wm. Mullins,	Pittsburg, Pa.
Clinton and Port Hudson	G. A. Neafus,	Clinton, La.
Columbus and Hocking Valley	J. W. Dougherty,	Columbus, O.
Concord	J. R. Kendrick,	Concord, N. H.
Concord and Portsmouth	J. R. Kendrick,	Concord, N. H.
Connecticut and Passumpsic Rivers	A. H. Perry,	Lyndonville, Vt.
Connecticut River	J. Mulligan,	Springfield,Mass.
Danville, Hazleton and Wilkesbarre	S. P. Case,	Danville, Pa.
Dayton and Union	S. R. Stimson,	Dayton, O.
Detroit and Milwaukee	R. C. Falconer,	Detroit, Mich.
Delaware	G. E. Bent,	Philadelphia,Pa.
Delaware and Hudson Canal	G. L. Haight,	New York.
Delaware, Lackawanna and Western	G. W. B. Cushing,	Scranton, Pa.
Denver Pacific	C. W. Fisher,	Denver, Col.
Des Moines Valley	George E. Kilborne,	Keokuk, Iowa.
Eastern	J. B. Newell,	Boston, Mass.
East Tennessee, Virginia and Georgia	R. C. Jackson,	Knoxville, Tenn.
Edgefield and Kentucky	R. A. Bacon,	Nashville, Tenn.
Erie Railway	G. C. Hall,	New York.
Erie and Pittsburg	J. A. Tracey,	Erie, Pa.
European and North American (N.B.)	Samuel Watson,	St. John, N. B.
European and North American (Me.)	J. W. Lunt,	Bangor, Me.
Evansville, Henderson and Nashville	Alex. Sinclair,	Hopkinsville,Ky.
Fitchburg	Jno. Adams,	Boston, Mass.
Flint and Perre Marquette	G. C. Kimball,	E.Saginaw,Mich.
Georgia	John Vaughn,	Augusta, Ga.
Grand Trunk (Ca.)	Jno. Taylor,	Montreal, Ca.
Great Western (Ca.)	James Howard,	Hamilton, Ca.
Greenwich and Johnsonville	Wm. M. Holmes,	Greenwich, N.Y.
Hannibal and Naples	A. J. Stillwell,	Hannibal, Mo.
Hannibal and St. Joseph	G. H. Nettleton,	Hannibal, Mo.
Hanover Branch	H. A. Young,	Hanover, Pa.
Harlem Extension	R. C. Moore,	New York.
Hastings and Dakota	E. B. Allen,	Hastings, Minn.
Houston and Texas Central	D. H. Paige,	New York.
Hudson River	C. V. DeForrest,	New York.
Illinois Central	S. Hoyt,	Chicago, Ill.
Indianapolis and St. Louis	J. W. Morse,	St. Louis, Mo.
Indianapolis, Cincinnati and Lafayette	G. L. Barringer,	Cincinnati, O.
Jackson, Lansing and Saginaw	A. Watson,	Jackson, Mich.
Jeffersonville, Madison and Indianap	R. J. Elvin,	Jeffersonv. Ind.
Junction (Cin. and Ind.)	J. Walters,	Cincinnati, O.
Kansas Pacific	T. F. Oakes,	St. Louis, Mo.
Kentucky Central	G. H. Pendleton,	Covington, Ky.
Kings Mountain	R. S. Moon,	Yorkville, S. C.
Lackawanna and Bloomsburg	G. W. B. Cushing,	Scranton, Pa.
Lake Superior and Mississippi	Frank Bishop.	St. Paul, Minn.
Leavenworth and Des Moines	C. F. Burnes,	St. Louis, Mo.
Leavenworth, Lawrence and Galveston	W. C. Ramson,	Lawrence, Ka.
Lehigh and Susquehanna	W. B. Whitney,	Philadelphia, Pa.
Lehigh Valley	L. Chamberlain,	Philadelphia, Pa.
Lexington and Big Sandy	J. G. Peebles,	Portsmouth, O.
Little Miami, Columbus and Xenia	James Lamb,	Cincinnati, O.
Long Island	O. Charlick,	Hunters Pt., L.I.
Louisville and Nashville	Thatcher Perkins,	Louisville, Ky.
Louisville, New Albany and Chicago	J. R. Parker,	New Albany,Ind.
Lowell and Lawrence	F. H. Nourse,	Lowell, Mass.
Machiasport	Daniel Hammond,	Boston, Mass.
Macon and Western	James McAlpine,	Macon, Ga.
Maine Central	Edwin Noyes,	Waterville, Me.
Manchester and Lawrence	Jas. R. Kendrick,	Concord, N.H.
Memphis and Charleston	T. W. Robertson,	Memphis, Tenn.
Michigan Central	Jno. Newell,	Detroit, Mich.
Middleburg and Schoharie	E. H. Dunham,	Middleburg,N.Y.
Midland (Ca.)	A. F. Williams,	Port Hope, Ca.
Milwaukee and St. Paul	Robert Wason Jr.,	Milwaukee, Wis.
Mineral Point	G. W. Cobb,	Mineral Pt. Wis.
Mississippi Central	E. D. Frost,	Water Val., Miss.
Missouri Valley	A. McDonald,	St. Joseph, Mo.
Mobile and Ohio	C. E. Rushing,	Mobile, Ala.
Mobile and Montgomery	G. Jordan,	Montgom'ry,Ala.
Montgomery and Eufaula	B. Dunham,	Montgom'ry,Ala.
Montgomery and West Point	J. T. Todd,	Montgom'ry,Ala.
Morris and Essex	G. W. B. Cushing,	New York.
Nashville and Chattanooga	J. W. Thomas,	Nashville, Tenn.
Naugatuck	G. W. Beach,	Bridgep'rt,Conn.
Nesquehoning Valley	E. M. Cook,	Philadelphia,Pa.
New Bedford and Taunton	Warner Ladd,	N.Bedford,Mass.
New Haven and Northampton	C. N. Yeamans,	N. Haven, Conn.
New Orleans, Jackson & Gt. Northern	A. Wang,	New Orleans,La.
New York Central	Milton H. St John,	Albany, N. Y.
New York and Harlem	R. C. Moore,	New York.
New York and New Haven	R. W. Dowd,	N. Haven, Conn.
New York, Providence and Boston	A. J. Matthews,	Stoningt'n,Conn.
Norfolk and Petersburg	Joseph P. Minitree,	Petersburg, Va.
North Missouri	D. R. Bates,	St. Louis, Mo.
Norwich and Worcester	P. St. M. Andrews,	Norwich, Conn.
Ogdensburg and Lake Champlain	Thos. Upham,	Boston, Mass.
Ohio and Mississippi	F. Beschotmann,	Cincinnati, O.
Oil Creek and Allegheny River	John Pitcairn Jr.,	Corry, Pa.
Old Colony and Newport	W. H. Bullock,	Boston, Mass.
Orange and Newark	J. W. Poinier,	Newark, N. J.
Pacific (E. D.)	J. H. Wyeth,	St. Louis, Mo.
Pennsylvania	Enoch Lewis,	Philadelphia,Pa.
Peoria, Pekin and Jacksonville	James F. Kelsey,	Havanna, Ill.
Petersburg	Jno. E. Wells,	Petersburg, Va.
Philadelphia and Baltimore Central	Henry Wood,	Philadelphia,Pa.
Philadelphia, Ger. and Norristown	W. S. Wilson,	Philadelphia,Pa.
Philadelphia and Reading	J. W. Jones,	Philadelphia,Pa.
Pittsburg, Cincinnati and St. Louis	G. B. Whitcomb,	Pittsburg, Pa.
Pittsburg and Connellsville	J. C. Cox,	Pittsburg, Pa.
Pittsburg, Ft. Wayne and Chicago	Wm. Mullins,	Pittsburg, Pa.
Portsmouth and Oxford Central	D.A.VanValkenb'rg,	Canton, Me.
Portland, Saco and Portsmouth	Wm. D. Hilton,	Providence, R.I.
Providence, Warren and Bristol	C. T. Child,	Providence, R.I.
Providence and Worcester	W. D. Hilton,	Providence, R.I.
Reading and Columbia	J. W. Jones,	Philadelphia,Pa.
Richmond, Fredericksb'g & Potomac	J. L. Courtney,	Richmond, Va.
Rockford, Rock Island and St. Louis	Henry Roberts,	Chicago, Ill.
St. Louis and Iron Mountain	E. B. Cordell,	St. Louis, Mo.
St. Louis, Macon and Omaha	P. M. Wright,	Macon, Mo.
St. Paul and Sioux City	J. F. Lincoln,	St. Paul, Minn.
Salem and Lowell	F. H. Nourse,	Lowell, Mass.
San Francisco and San Jose	R. B. Bishop,	San Francisco,C.
Selma and Meridan	Chas. B. Wallace,	Selma, Ala.
Selma, Rome and Dalton	W. J. Farrell,	Patona, Ala.
Sheboygan and Fond du Lac	S. M. Barrett,	Sheboygan, Wis.
South Pacific	Rodney McLauglin,	St. Louis, Mo.
South Side (Va.)	I. P. Minitree,	Petersburg, Va.
Southern Minnesota	J. H. Gardiner,	La Crosse, Wis.
South Western (Ga.)	W. S. Brantley,	Macon, Ga.
Springfield, Illinois and South Eastern	E. C. Davis,	Cincinnati, O.
Sussex	T. Case,	Newton, N. Y.
Sycamore and Cortland	Norman Beckley,	Sycamore, Ill.
Syracuse, Binghamton and New York	G. W. B. Cushing,	New York.
Taunton Branch	A. E. Swasey,	Taunton, Mass.
Terre Haute and Indianapolis	Chas. R. Peddle,	TerreHaute,Ind.
Tioga	L. H. Shattuck,	Blossburg, Pa.
Toledo, Peoria and Warsaw	J. A. Winner,	Peoria, Ill.
Toledo, Wabash and Western	J. N. Nessle,	Toledo, O.
Union Pacific	J. R. Nicholls,	Omaha, Neb.
Virginia and Tennessee	J. Clark,	Lynchburg, Va.
Western and Atlantic	E. F. Blodgett,	Atlanta, Ga.
Western North Carolina	S. McD. Tate,	Morganton, N.C.
Western Pacific (Cal.)	J. R. Watson,	Sacramento,Cal.
Western Union	Robert Wason Jr.,	Milwaukee, Wis.
Wilmington, Columbia and Augusta	J. C. Winder,	Wilmington,N.C.
Wilmington and Weldon	W. G. McRea,	Wilmington,N.C.
Worcester and Nashua	C. S. Turner,	Worcester,Mass.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq..100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.100	459,800	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence ..100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City..... 10	1,000,000	F.M.AN	Nov. '70 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	609,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	Nov'70 3½
Central of Georgia.....100	4,666,800	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. '61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref.... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg.. 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'c Rivers.100	139,000	.....	.....
Do. do. pref 100	1,822,100	F. & A.	Aug. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ..100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,850	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	July '70 4
Eastern (N. H.) 100	492,500	J. & J.	July '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia ..100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec' 70 1½
Evansville & Crawfordav.100	1,143,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester..100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Pah.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July'70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,258,830	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top .. 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'70 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 385,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Dec. '70 2
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*..... 50	2,616,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 [illegible]
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,268	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250,000	F. & A.	Aug '70 5
New London Northern...100	895,000	.....	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan.'71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Dec.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Dec. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Aug. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby.. 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ..100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 2
Third Avenue (N. Y.)....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D.) pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,547,650	.....	.....3½
Worcester and Nashua .. 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,388,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship...100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D.,'69 3.4
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal ..... —	.....	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	460,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	807,815	833,413	804,800	761,600	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	432,492	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,252	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	196,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]0	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,[illegible]0	365,117	308;502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]2	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374.542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,066	7,250,669
1870	396,171	382,823	377,000	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033.026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	85[illegible],742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,606	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	328,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	589,238	706,606	802,586	746,450	643,058	664,051	728,521	719,624	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107¾
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 .....registered	4,410,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,733,100	6	" "	1881	110
and March 3, 1863 ..... coupon		6	" "	1881	113⅝
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,209,300	6	May & Nov.	1882	107¼
.. .. .. (5-20s).....coupon		6	" "	1882	107⅝
Loan of March 3, 1864 (5-20s)...registered	3,123,600	6	" "	1884	107
.. .. .. (5-20s).....coupon		6	" "	1884	107½
Loan of June 30, 1864 (5-20s)...registered	105,141,750	6	" "	1884	107
.. .. .. (5-20s).....coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s)...registered	186,799,450	6	" "	1885	106¼
.. .. .. (5-20s).....coupon		6	" "	1885	107½
.. .. 2d series (5-20s)...registered	270,309,350	6	Jan. & July.	1886	106⅝
.. .. .. (5-20s).....coupon		6	" "	1886	109¼
.. .. 3d series (5-20s)...registered	339,846,000	6	" "	1887	106½
.. .. .. (5-20s).....coupon		6	" "	1887	110½
.. .. 4th series (5-20s)...registered	39,667,250	6	" "	1888	106¾
.. .. .. (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106⅝
.. .. .. (10-40s) ....coupon		5	" "	1904	106⅞
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95–'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,050,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	229,082	var	.....	Due.	....
Treasury Notes (7-30s).....	565,600	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,995,920	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,166,916	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	101½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	63⅝
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	101¼
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81⅞
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	69
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	96
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	95½
.. — .. .. 1838–'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	102
.. —South Relief Loan of 1867.....	100,000	6	"	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	95¾
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112⅝
.. —	650,000	6	" "	'72–'73	106⅞
.. —	720,000	6	" "	'74–'75	....
.. —	1,430,000	6	" "	1876	105½
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	93⅝
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	104
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	45½
.. — .. (new).....	3,059,045	6	" "	'92–'98	24
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	103
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	...
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	...
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103¾
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104¾
.. —	7,909,600	6	" "	1877	105⅝
.. —	9,273,050	6	" "	1882	107½
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101⅞
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71½
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	68½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	...
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	105½
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	68
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	64
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	20
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88¾
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Phi lphia.	1897	88½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84¾
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	92½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	98½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94¾
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	...
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	80
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	100½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	82½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	80
Consol. S. F. Mort. $,000,000	376,000	7	May & Nov.	" "	1890	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	93⅝
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & Julv.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99¼
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94¾
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						....
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1883	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	89
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	98
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'79	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	93½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	94
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	87½
Northern New Hampshire:						94
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	146,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	965,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99⅞
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	90¾
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85¾
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	81½
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92¾
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	74½
Rich., Frederickburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107¾
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	523,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	81½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M. (L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	80½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	60⅞
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	46
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	292,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1890	97
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	59
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	89
Gold Loan	2,000,000	6*	" "	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,496,879	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	8
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1876	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga ..... Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,553	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	22	19	5	425	Allegheny Valley ..... Pennsylvania.	7,913,582	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	100	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*				425,000							195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot ..... New Hampshire.	506,000		47,943	89,913	246,018	150,000			68.0	118,080				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*			1,232,200	47,000	12,811	46,381	86.7	(Leased	to Cheshire.)				8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	5,785,183	*			30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,367	787,188	—	50	....
Jun. 30, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	2,178,960	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
Dec. 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	7,654,087	*			1,796,225	200,000	102,991	81,558	95.0				106,801	22,608	4	100	....
May 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	217,345	*			2,494,900	3,483,992			15.5	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Dec. 31, 1869	15.5	—	0.5	—	2	2	2	3	Atlantic and St. Lawrence. Me., N.H. & Vt.	24,186,268	5,026,461	16,190,943	711,871	194,250	20,000			379.6	20,032	498,333	44,213	30,123	4,891	4	100	133
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Avon, Genesee and Mount Morris .. N. Y.	1,650,000		377,661		16,267,862	8,751,750	732,[illegible]	20,361,676	30.0	6,640,721			8,724,916	2,968,809	8	100	126
Sept. 30, 1869	30.0	—	....	—					Baltimore and Ohio ¶ ..... Md. & W. Va.		*			1,650,000	20,000		357,661	103.5	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Baltimore Branch ¶ ..... Maryland.	1,791,776	*			1,451,000	125,000	173,651	563,611	40.0	691,644			536,033	L158,572	—	100	....
Dec. 31, 1869	20.0	20.0	11.0	200.0	8	2	1	822	Washington Branch ¶ ..... W. Virginia.	3,946,852	*	289,895	31,571	995,800	2,244,500	902,636		79.0	119,434			513,355		—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Parkersburg Branch ..... Michigan.	1,125,000	*			332,000	700,000			59.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	*Bay de Noquet and Marquette* ..... New Jersey.	500,000	100,000			600,000			600,000		(Operat	ed by Bon	dholders.	—No ret	urns.)	7	100	75
Dec. 31, 1869	21.2	—	1.9	—				80	Belvidere Delaware ..... Vermont.	582,346				250,000									42,000	7	100	....
Nov. 30, 1869	15.6	—	5.4	—					Bennington and Rutland ..... Massachusetts.	17,719,195	2,597,837			16,411,600	2,873,020	1,235,000	1,752,774	269.6	(Leased	to Fall Br	ook Coal	Co.)		10	100	155
Sept. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Berkshire ..... New York.	1,073,622	274,636		34,607	872,600	648,000	104,954	31,651	42.9	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129		100	62½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Blossburg and Corning ..... Mass. & N. York.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	145,289	3,203,639	1,998,561	218,787	35,024	6	100	75
Nov. 30, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston and Albany ..... Mass.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	7,510,140	4,187,460	524,564	135,263	—	100	14
Mar. 31, 1869	297.7	—	24.3	....	48	84	27	t28	Boston, Clinton and Fitchburg ..... N. H.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	14,038,169	6,015,251	640,007	175,725	8	100	139½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston, Concord and Montreal ..... Mass.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146.1	992,000	18,587,217	12,330,812	1,071,881	247,195	10	100	153
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	3,152,600	207,400	464,989	176,145	3,360,000			410,616	63.9	510,444	51,248,678	16,163,410	1,871,339	403,681	10	100	152
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Lowell ..... Mass.	2,869,500	*			2,286,000	583,500			87.2	(Le	29,963,489	13,021,748	1,280,361		—	100	....
Nov. 30, 1869	26.0	—	2.0	....					Boston and Maine ..... Mass., N. H. & Me.	1,446,988	*			428,717	700,000			88.0	121,957	ased to E	rie.)		225,909	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Boston and Providence ..... Mass. & R. I.	7,008,901	*			6,000,000	4,000,000			—	(Leased	& oper. by	Grand Tru	nk of Ca.)	920	8	100	....
Sept. 30, 1869	88.0	—	43.0	—	47	31	16	1,057	Buff., Bradford and Pittsb. . N. Y. & Penn.	8,000,780	*			950,000	2,589,000			—	(Leased	and opera	ted by Er	ie.)	802,754	7	100	....
Oct. 31, 1869	161.2	2.1	10.1	—	28	32	9	428	Buff., Corry and Pittsb. ... N. Y. & Penn.	3,396,088	*			428,472				1.60	28,606	664,730			96,338	—	100	....
Dec. 31, 1869	142.0	—	13.0	—	2	1	—	16	Buffalo and Erie ..... Canada.	526,127	*			2,500,000	1,500,000			279.0	(No ret	rns 100 m	iles recent	ly comple	49,175	—	100	87½
Sept. 30, 1869	16.0	—	1.0	101.0	5	2	2	140	Buffalo and Lake Huron ..... New York.	3,000,000	500,000			1,633,000	9,957,000			92.3				921,467	14,867	—	100	....
Sept. 30, 1869	100.0	—	3.9	170.0	35	14	10	610	Buffalo, New York and Erie .. New York.	12,190,000	*			5,000,000	9,751,335			60.2				4,229,064	527,627	—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	128	193	40	1,090	Buffalo and Washington ... Penn. & N. Y.	12,361,557	*			1,120,805	990,000			—	(Leased	& oper. by	Camd. &	Amboy.)	1,257,425	10	100	119
Apr. 30, 1869	61.2	31.1	103.7	—	8	31	5	86	Burl., Cedar Rapids and Minnesota. Iowa.	2,093,159	*			332,925	300,000			65.8	118,012	4,786,714	1,418,821	320,677	124,583	—	100	15
Dec. 31, 1869	60.2	—	3.1	—					*Burlington and Missouri River* ..... Iowa.	712,362	123,864	64,258	28,051	801,906	125,000	78,489	8,214	—	(Leased	and oper. b	y West J	ersey.)	42,447	3	100	70
Dec. 31, 1869	23.0	7.1	2.3	—	8	15	2	67	Camden and Amboy ..... New Jersey.	1,277,439	*			447,000	200,000	202,205		34.0	85,576			150,265	97,729	8½	100	70
Nov. 30, 1869	64.8	1.0	3.0	—					Camden and Atlantic ..... New Jersey.	809,380	*			426,900				67.5	307,310			625,132	69,591	6	100	88
Dec. 31, 1869	41.4	—	3.7	—	6	3	2	218	Camden and Burlington Co. . New Jersey.	738,854	*			3,359,500	445,350			—	(Leased	to Dela., L.	and W.)	54,000	178,342	6	100	25
Oct. 31, 1869	20.0	4.0	8.0	—	21	9	5	585	Cape Cod ..... Mass.	3,826,500	*			589,110				—	(Leased	and oper. b	y Illinois	Central.)		—	100	....
Oct. 31, 1869	65.0	2.5	5.0	—					Cape May and Millville ..... New Jersey.	589,110				1,701,000	1,701,000			284.0	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	10	100	122
Sept. 30, 1869	34.6	—	....	—					Catasauqua and Fogelsville ..... Penn.	3,402,000				8,000,000	7,620,000			74.0	974,915			2,247,920	818,660	—	100	104½
Dec. 31, 1869	81.0	—	2.3	....					Catawissa ..... Penn.	15,000,000				4,666,800	786,000			137.0	553,750	9,985,213	16,515'195	4,010,122	1,367,958	3½	100	25
Dec. 31, 1869	271.6	2.5	28.4	—	52	50	23	656	Cayuga and Susquehanna ..... New York.	10,871,242	*	docks, &c		15,000,000	3,400,000			74.20	2,869,227			970,890	49,521	—	100	....
Nov. 30 1869	192.0	—	25.9	—	107	104	15	1,597	Cedar Falls and Minnesota ..... Iowa.	5,505,935	*			3,000,000	2,500,000			100.0		(No	returns.)	5,670,822	2,677,299	—	100	....
Dec 31, 1869	64.0	10.0	102.7	—	44	23	25	667	*Cedar Rapids and Missouri River* ... Iowa.	97,094,922	*			40,097,290	58,905,777			194.6				403,785	177,249	6	100	....
Jun. 30, 1869	137.0	—	25.3	—	147	144	25	1,561	Central of Georgia ..... Georgia.	4,200,000	*			1,000,000	3,200,000			—	(Leased	to Erie &	N.Centrl.)	30,000		—	100	....
Dec. 31, 1869	742.0	120.0	74.2	—	6	5	2	124	Central of New Jersey ..... New Jersey.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	40.0				42,760	18,648	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	18	10	5	136	Central of Ohio ..... Ohio.	400,000	*			380,000				—	(No retur	ns publish	ed.)			5	100	....
Dec. 31, 1869	194.6	—	13.2	—					*Central Pacific* ..... California.	600,000	*			291,222	225,000			53.6	495,525	4,733,511	15 801,755	713,526	51,338	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	2	1	2	....	Central Br., Union Pacific R.R. .... Kansas.	11,955,948	*				3,288,692			—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Aug. 31, 1869	40.0	—	3.1	—	28	13	13	217	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	2,367,041	322,266	157,000	269,089	2,085,925	791,500		109,496	441.0	2,543,397			4,681,563	2,004,970	10	100	116
Sept. 30, 1869	227.0	—	27.9	200.0	24	18	7	364	Charlotte, Columbia & Aug. New York.	1,371,900	*			871,900	500,000	437,500		603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	152
Nov. 30, 1869	53.0	—	13.0	—					Chemung ..... S. Carolina.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	73.0		(No	returns.)			—	100	....
Oct. 31, 1869	21.5	—	1.5	—	108	52	21	2,038	Cheraw and Darlington ..... Va. & W. Va.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	1,156.0	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
Dec. 31, 1869	280.0	—	32.7	—	153	70	35	3,314	Chesapeake and Ohio ..... New Hampshire.	2,500,000	*			1,500,000	1,000,000			590.0	5,913,288	115,457,459	364 747,240	12,535,428	3,478,419	9	100	73½
Apr. 30, 1870	307.9	296.2	141.0	—	5	4	2	121	Cheshire ..... Pennsylvania.	5,000,000	*	1,605,222		3,916,000	810,000			60.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	108½
Dec 31, 1869	73.0	—	3.7	30.0					Chester Valley ..... Illinois.	50,048,813	*	262,682	1,[illegible]44 797	35,046,923	15,147,900	917,789	541,424	27.2	498,270				1,191,457	—	100	....
May 31, 1870	81.3	1.1	16.7	—	259	164	110	5,989	Chicago and Alton ..... Illinois.	25,025,906	*			16,000,000	8,787 643	76,975	2,068,767	—	(Leased	2,500,000	5,650,000	233,567	611,493	9	100	75
May 31, 1870	803.1	—	166.8	—	133	62	26	3,127	Chicago, Burlington and Quincy .. Illinois.					500,000	500,000			98.0	251,442	2,853,280	2,052,740	221,949	107,933	10	100	....
Mar. 31, 1870	493.0	50.5	98.0	—					Chicago, Iowa and Nebraska ..... Iowa.					3,500,000	2,032,000	330,249	375,925	—	(Leased	to Ind., Ci	n.and Laf.	54,000	8,268	—	100	....
May 31, 1869	....	—	60.9	—	33	31	13	483	Chicago, Iowa and N. West'n. Ill., Wis. & Mich.					500,000	1,500,000			42.0				105,752	54,000	—	100	....
Mar. 31, 1870	60.1	—	6.2	—					Chicago, Rock Island & Pacific. Ill. & Iowa.					1,000,000				191.0	559,259			795,469	28,305	—	100	....
Jun. 30, 1869	20.5	6.7	0.5	—					Chillicothe and Brunswick ..... Ohio.	3,974,405	995,751	560,515	707,503	3,027,450	2,033,000	776,398		132.1	252,505	2,641,280	5,444,455	346,181	145,405	—	100	23½
Dec. 31, 1869	13.0	—	56.2	—	16	12	5	244	Cincinnati, Hamilton and Dayton ... Ohio.	1,894,477	*			400,000	400,000								46,046	—	100	....
Jun. 30, 1869	98.0	25.0	2.6	—					Cincinnati and Indiana ..... Ohio & Ind.	1,000,000	*			382,600	625,000	22,395										
Dec. 31, 1868	40.0	—	2.6	—	6	3	4	71	Cin., Lexington and E. Tennessee ..... Ky.	5,805,062			82,810	3,186,396	2,401,056	155,465	232,212										
Mar. 31, 1870	42.0	—	19.7	—	25	24	12	251	Cin. and Indianapolis Junction .. O. & Ind.	800,000	120,452			1,669,261	1,300,000											
Jun. 30, 1869	155.0	16.0	9.0	—	16	11	6	227	Cincinnati and Martinsville ..... Indiana.	826,733	*	107,865	167,865													
Jun. 30, 1869	132.1	—	—	—					Cincinnati, Richmond and Chicago. Ohio & Ind.	5,700,00	*															
									Cin., Sandusky & Cleveland .. Ohio.	2,969,361																
									Cincinnati and Zanesville ..... Ohio.																	

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	81½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....		(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	.....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	17½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	105½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200	.....	.....	.....	1,786,200	248,000	.....	.....		(Leased	& operate	d by Little			6½	100	.....
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	.....	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	160½
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	.....
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....		(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
Mar. 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River .....Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	.....	13,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	137
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	.....	215,000	.....	1,278,300	1,000,000	.....	.....		(Leased	to Phila.	& Trent.)				50	.....
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	.....
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	75,118	—	50	.....
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	.....
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000	.....	413,150	510,000	.....	.....		(N	ot yet in o	peration.)			—	100	.....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....		(U	nder cons	truction.)			—	100	.....
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	.....	261,099	2,393.140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	.....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	.....
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000	.....	.....	.....	309,276	715,000	.....	.....		(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	.....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018	.....	.....	.....	891,206	892,750	.....	.....		(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	.....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	.....	.....	14,100,000	3,3 8,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	109½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365.392	—	100	.....
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	.....
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....		(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	.....
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	95½
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	.....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....		(I	n progres	s.)			—	100	.....
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	.....	.....	.....	700,000	1,000,000	.....	.....		(Leased	to Boston,	Hart.&Fis	hkill.)	.....	—	100	.....
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb.....Penn.	264,800	.....	2,500	.....	89,800	175,000	2,000	.....		(Leased	to Pennsy	lvania.)	.....	.....	—	50	.....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	124
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	East Brandywine and Waynesb.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....		(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	.....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	Eastern Shore ¶.....Maryland.	391,604	.....	.....	.....	392,550	.....	.....	.....		(Leased	to Phila.	& Readin	g.)	.....	6	50	.....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Mahanoy .....Pennsylvania.	1,472,599	.....	.....	.....	1,209,200	495,900	.....	.....		(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Pennsylvania.....Pennsylvania.	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	130.0	.....	.....	.....	1,278,864	562,682	—	100	.....
Jun. 30, 1870	—	—	—	—	...	23	4	209	East Tenn. & Va. Georgia ¶..Tenn & Ga.					(Consolid	ated in t	he East	Tennessee	e, Virg	inia and	Georgia.)	.....	.....	.....	—	100	.....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	East Tennessee and Virginia ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	25,000	25,000	5	100	.....
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	500,000	.....	.....	.....	500,000	.....	.....	.....		(Leased	toNorther	n Central.)	562,933	loss.	5	50	56
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	.....	.....	.....	1,000,000	1,620,000	.....	.....		(Leased	to Northe	rn Cent.)	16,721,500	2 179,395	—	100	23½
Dec. 31, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	824,611	383,028	—	100	.....
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	129,726	56,195	—	100	.....
Oct. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	.....	.....	3,000,000	.....	.....		58,493	.....	.....	182,795	56,646	—	100	.....
Dec. 31, 1869	108.0	32.0	15.2	....	14	18	9	115	European and North American ¶..Maine.	2,094,883	148,659	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	tion.)	.....	—	100	.....
Jun. 30, 1869	23.5	—	....	5.45	...	...	...	...	European and N. American ¶.N. Brunsw.	4,674,808	*	.....	.....	803,750	1,853,907	18,001	.....		(No	t in comp	lete opera	516,804	166,699	—	100	.....
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Europ. & N. American W. Div.N.Bruns.	1,743,037	*	.....	.....	1,144,053	1,185,000	36,564	522,377	132.0	306,838	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	.....	.....	.....	.....	64.0	.....	.....	.....	29,687	6,815	—	100	.....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	150,000	238,450	17,000	.....	5.8	10,881	398,465	.....	nnellsvill	e.)	7½	50	.....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	.....	21,759	208	90,000	.....	.....	60		(Leased	to Pittsbu	rg and Ce	1,290,594	341,880	8	100	136½
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	3,540,000	.....	.....	547,050	93.8	614,525	22,134,414	16,941,140	are.)	.....	—	100	.....
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Fitchburg .....Massachusetts.	3,189,851	350,149	256,425	306,374	150,000	100,000	100,000	.....		(Oper. b	y Belvide	re Delaw	466,737	232,707	—	100	.....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	Flemington.....New Jersey.	375,000	.....	.....	.....	1,099,100	1,867,500	441,208	124,854	90.0	208,118	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,376	1,149,692	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	.....
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	*Florida*.....Florida.	5,300,000	*	.....	.....	800,000	1,500,000	.....	.....		(Not i	n complet	e operatio	n.)	.....	—	100	.....
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*	.....	.....	230,845	.....	93,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	.....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	.....	.....	575,000	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	100	.....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Galveston, Houston & Henderson.Texas.	.....	.....	.....	.....	.....	.....	.....	.....	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	...	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.)	—	100	.....
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	1,000,000	1,000,000	.....	.....		[Owned	and oper. b	y Mich. Ce	n.since A	pl.1870.)	—	100	.....
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand River Valley.....Michigan.	3,000,000	.....	.....	.....	.....	.....	.....	.....	1,380.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	.....
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Grand Trunk ¶.....Canada.	90,720,865	*	1,968,348	877,019	18,202,126	8,656.415	733,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,516	4	100	.....
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Great Western ¶.....Canada.	25,027,287	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	.....
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	Greenville and Columbia ¶...S. Carolina.	3,081,213	*	.....	.....	8,000,000	8,938,000	1,609,073	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	103
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*	.....	.....	1,182,550	700,000	.....	23,069		(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford and New Haven....Connecticut.	3,407,285	.....	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	.....
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hartford. Prov. and Fishkill.Conn. & R. I.	4,704,866	*	.....	.....	2,000,000	291,000	123,768	.....	32.0	20,800	.....	.....	60,495	3,008	—	100	.....
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900	.....	1,809,565	500,000	100,000	.....	119.8	.....	.....	.....	743,808	166,251	—	100	.....
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	125.0	.....	.....	.....	1,040,400	601,933	—	100	.....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston and Texas Central ¶.....Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	50.0	(Is bein	g continue	d to Whar	ton Color	'do Riv.)	—	100	.....
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	.....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Hudson River .....New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	.....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	134
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	*Illinois Central*.....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500	.....	194.0	.....	.....	.....	1,774,867	Loss.	—	100	.....
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis and St. Louis.....Indiana.	(Road in	progress	is now o	perating	St. Louis	, Alton &	T. H. R.	R.)	289.0	1,205,686	.....	.....	1,921,274	707,492	—	100	6½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Cin. and Lafayette..Indiana.	13,720,057	*	.....	.....	5,685,497	7,358,931	675,628	.....	75.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....		(Project	ed.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	—	—	1.2	23.0	3	8	—	14	Iowa & Missouri State Line..Iowa & Mo.	.....	*	.....	.....	132.411	35,000	.....	.....	13.0	24,000	234,368	664,541	73,307	11,855	—	100	.....
Jan. 30, 1869	13.0	—	4 0	—	2	—	—	—	Iron .....Ohio.	327,795	.....	.....	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	.....
Oct. 31, 1869	10.0	1.0	10.7	....	10	10	4	152	Ironton.....Pennsylvania.	250,000	18,000	249,500	.....	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	.....
Dec. 31, 1869	116.0	—	2.5	13.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	.....	87,031	603,077	1,000,000	688,228	.....		(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	.....
Oct. 31, 1869	43.2	1.5	17.9	—	37	28	15	549	Jameston and Franklin.....Penn.	1,765,248	.....	35,000	.....	2,000,000	3,100,000	587,179	1,632,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	67
Dec. 31, 1869	108.0	52.0	8.9	—	—	—	—	—	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,927	1,500,000	500,000	.....	.....		(Leased	and oper. b	y Chicago	& Alton.)	.....	7	100	90
Dec. 31, 1869	37.0	—	10.5	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	300,000	800,000	.....	.....		(Leased	and oper. b	yMich'gan	Central.)	.....	8	100	.....
Dec 31, 1869	44.5	—	5.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	.....
Oct. 31, 1869	4.6	—	22.8	143.0	50	35	11	1,025	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	5,072,500	.....	.....	.....	439.0	963,512	.....	.....	2,225,850	839,670	—	100	.....
Dec. 31, 1869	487.0	34.0	11.0	—	21	12	16	300	Kansas Pacific.....Kansas & Col.	.....	.....	.....	.....	.....	1,209,000	[St k sw	amped.]	112.0	.....	[Operated	by bondh	olders.]	.....	—	100	.....
Dec. 31, 1869	99.0	—	—	37.0	—	—	—	8	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]				—	100	.....
Dec. 31, 1869	16.0	—	1.3	34.0	2	2	1	20	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]				—	100	.....
Dec. 31, 1869	31.0	—							Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	60.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	—	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	98
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,159	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	Dec. 1, 1	869 to Pb	g Cin'&S	t. L.at¾	80,000p.s.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	88½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville..Ky. and Tenn.	13,859,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	...	...	...	...	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621.977	942.664	132,510	102,110	10	100	133½
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	—	42,977	—	82.6	233,364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313 874	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	[Under co	nstruction	.]	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	121
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50,966	—	—	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	57¾
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104¼
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	esseess.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	—	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	769,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 0.0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1367	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	89
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	—	150,000	—	.....	.....	—	(Owned	& oper. by	P., W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	119
Dec. 31, 1869	73.8	8.5	7.1	—	...	...	...	...	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	236,021	51,871	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	92
Sept. 30, 1869	5.0	—	....	34.8	..	...	...	...	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In cour	se of con-t	ruction.)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0							—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0				381.0					2,084,486	432,124	—	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476			67.7	460,143				1,132,731	463,114	5	50	92
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218		97.6	404,631	5,252,948			671,076	168,918	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582			332.4	1,469,366				2,928 463	977,748	6	50	82
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600				82.5	409,036	5,935,262	19,110,436		689,626	256,271	8	100	109½
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000				35.3	146,773				325,369	65,764	8	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530		66.4	413,172	7,312,851	11,065,863		741,607	171,957	8	100	105
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0					281,138				
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,413		1,045,222	356,839	6	100	92
Dec. 31, 1869	340.0	53.0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321			340.0	1,926,156	30,459,353	69,838,274		2,915,547	643,720	—	100	30½
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000				98.5	406,010				2,014,427	978,925	10	50	93
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109		142.7	909,847	41,484,089	10,810,178		1,552,525	538,138	6	100	97½
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150		919,122	407,336	—	100	72
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000				9.0					169,088	29,747	—	100	
Sept. 30, 1869	28.6	—	3.2	—				—	Oswego and Rome	New York.	925,999	*			300,000	610,000					(Leased	to R. W. &	Ogdensb.)		125,564	62,782	—	100	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451		280,555	60,907	8	100	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742				336.0	1,764,760				3,213,058	894,345	—	100	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000				7,000,000	3,734,136				47.6		nine m	onths.		1,105,219	340,861	—	100	77
Dec. 31, 1869	14.5	—	14.5	—				—	Paterson and Hudson	New Jersey.	630,000				630,000						(Leased	to Erie.)				53,400	8	100	
Dec. 31, 1869	12.0	—	....	—				—	Paterson and Newark	New Jersey.	1,000,000				500,000	500,000					(Leased	to Erie)					—	100	
Dec. 31, 1869	15.1	—	....	—				—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000					(Leased	to Erie.)				26,500	6	100	
Dec. 31, 1869	22.0	—	....	—				—	Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542					(Leased t	o Camden	and Amb	oy.)			100	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452			643.0	9,574,632				17,250,812	4,757,785	10	50	123½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0							10	50	225
Oct. 31, 1869	105.0	....	10.5	—				—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000						(Complet	ed Sept. 1	3, 1869.)			—	100	
Dec. 31, 1869	46.0	—	....	—				—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000					(Leased	to Chic. R.	I. and Pac	ific.)		125,000	8	100	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000				83.0		(Complet	ed July 1,	1869.)			—	100	
Dec. 31, 1869	12.0	—	....	78.0					Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000					12.0		(In pr	ogress.)				—	100	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894				82.3	164,357				245,634	97,975	3	100	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686			46.0	124,224				196,672	9,272	—	50	
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974			289.6	2,273,856				3,262,705	loss.	—	50	54½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900				24.3	376,303				697,620	287,492	10	50	200
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,817	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,853,367		11,275.241	5,002,408	10	50	98
Oct. 31, 1869	26.5	—	35.8	—				—	Philadelphia and Trenton	Pennsylvania.	1,436,338		339,675		1,259,100			80,555		26.5					1,077,559	274,081	10	100	115
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787		99.7	962,579				2,565,302	876,094	8	50	106
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,154			201.0	1,849,510				2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917			72.0	425,341	4,912,503	16,286,331		608,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093			480.6	5,253,584				8,131,531	2,891,199	9½	100	94
Nov. 30, 1869	18.7	—	1.4	—				—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000											27,450	6	100	85½
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988				109.5	354,754				632,763	217,872	6	100	
May 31, 1869	57.3	—	5.7	—	17		—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000					51.3	303,266				575,036	175,586	6	100	113½
Mar. 31, 1870	50.0	—	....	—				—	Portsmouth and Concord	N. Hampshire.	350,000				350,000						(Leased	to Concor	d.)			24,500	7	100	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496		26.0					80,083	22,015	—	100	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500			15.0	37,960				112,572	21,542	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544		47.3	408,165	12,258,435	12,300,450		793,301	205,118	8	100	138½
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000				97.0					208,000	141,000	3	100	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859			54.0	155,070				207,799	55,879	—	50	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,458,686	30,164,875		1,594,002	504,247	7	100	92
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158		190.5	312,139	4,860,625	6,271,192		609,403	212,070	—	100	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887		75.5					332,025	132,491	—	100	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331			46.4	90,998	1,258,994	1,422,279		160,946	37,344	—	100	
Sept. 30, 1869	38.3	—	....	—				—	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000						(Not in o	peration.)				—	100	
Sept. 30, 1869	22.0	—	....	31.0				—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0		(No	returns.)				—	100	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	130
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,581,400		331,828		188.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	28
Dec. 31, 1869	132.0	—	....	—				—	St. Joseph and Council Bluffs	Missouri.	34,689,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½
Dec. 31, 1869	175.0	34.0	....	—				—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)		611,800	—	100	25
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000							abo	ut 900 000			—	100	47½
Dec. 31, 1869	150.0	—	....	—				—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)				240,000	—	100	
Dec. 31, 1869	—	—	....	72.3				—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000					(No	returns.)					—	100	
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,060,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)			—	100	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874	373,448	138,411	—	100	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189,152			338,693	179,941	—	100	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)				16,833	6	50	
Nov. 30, 1869	16.9	—	2.6	—				—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	535	91								17,500	1½	100	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076					429,212	101,024	—	100	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070					172,494	27,393	—	50	
Oct. 31, 1869	11.0	12.8	8.5	—				—	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)				5	50	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0								—	100	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3				282,715				—	100	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100			200.0				460,000				—	100	
Oct. 31 1869	28.0	—	4.5	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Le	ased by N	orthern C	entral.)				6	50	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5						61,504	22,091	—	100	
Dec. 31, 1869	20.0	—	2.0	—				—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)			32,448	7,408	—	100	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*			677,900	55,000			50.0						310,182	47,424	6	100	
Dec. 31, 1869	101 8	6·5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320									234,476	90,000	—	100	
Dec. 31, 1869	37.0	—	1.6	—				—	Somerset and Kennebec	Maine.	800,000				290,000	500,000				(Leased	and oper.	by Portlan	d & Ken.)		36,000		100	
Dec. 31, 1869	16.0	—	....	—				—	South Branch	New Jersey.	439,694				438,300					(Leased	& oper. by	Cen. of N.	Jersey.)		26,298	6	100	
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501			801,171		(In	progres	s.)				100	
Dec. 31, 1869	50.0	—	—	133.0	3			—	South and North Alabama	Ala.					1,500,000	1,000,000									1,382,167	595,507	—	100	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921	221,815	66,552	10	100	
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000											—	100	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.																	—	100	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m			100.0				348,218	203,473	—	100	
July 31, 1869	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,053	3,939,900	699,500	37,155	41,811	257.5	384,922			910,116	360,386	8	100	104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4		31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	—	—	697	—	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	June 187 0.)		—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	—	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western.O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	50½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	—	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	46½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	—	.....	.....	—	.....	.....	.....	—	(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	13½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Centra	l.)		8	100	105
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	70
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)			2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'ln.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	—	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	93.0	...	...	...	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina...North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]			—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716,500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0	...	...	...	....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	—	(No	return.)	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	.7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Leased	to Boston	Con.and M	ontreal.)	12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	139,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.N. C. & S. C.	[W. & M.	R.R. sold	Jan. 5, '70	$525,000.	*5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Norther	n Centra	l.)	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg.Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)		—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	121
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	69
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	46
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	15½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvaia.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,783	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	5C,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	99
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	5,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19¼	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	.12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	17
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,818	80,754	20.	50	15	45½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,582	10	50	30	55½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	5.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	165	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,630	2,812	4	100	100	....
Nov. 30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not	now	oper'g	—	100	100

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	...
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1876	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	99
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	20
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	86
Chicago and Alton, pref.....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	84½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	694,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	43
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,253,836	...	...	110
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	19
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80⅞
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105⅞
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	77
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	54½
Sandusky and Cincinnati, pref.....	445,556	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.....	2,888,997	6	6	32⅞
Union, preferred.....	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	10⅞

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton	34 — @ 36 —
Pig, American, No. 1.....	— — @ 31 —
Pig, American, No. 2.....	— — @ 30 —
Pig, American, Forge.....	25 — @ 27 —
Bar, Refined, English and American.....	— — @ 75 —
Bar, Swedes, assorted sizes.....(gold)	85 — @100 —
	STORE PRICES.
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined.....	77 50 @ 82 50
Bar, Common.....	72 50 @ 75 —
Scroll.....	97 50 @125 —
Ovals and Half-round.....	97 50 @125 —
Band.....	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ½@3-16 inch.....	82 50 @ — —
Hoop.....	102 50 @140 —
Nail Rod .....per lb.	— — @ — 6¾
Sheet, Russia, as to No.'s.....(gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English.....(gold).....per ton.	57 — @ 59 —
Rails, American, at Works in Penna..c'y.	70 — @ 71 —
Anvils, (Eagle).....per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 0 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @ — 18
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery.....	— 11½@ — 14
English German (2d and 1st quality).....	— 13 @ — 15
American Blister "Black Diamond".....	— — @ — 1[illegible]
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1¼; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 10 0lb	4 37½@ 4 50
Clinch.....	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6).....per lb.	— 23 @ — 28
Copper	— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— 37½@ — 38
Straits.....(gold).	— 33 @ — 33½
English .....(gold).	— — @ — 33

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 — @ 8 50	9 25 @ 9 75
I. C. Coke.....	7 — @ 7 50	8 — @ 8 75
Coke Terne.....	5 75 @ 6 75	6 75 @ 7 75
Charcoal Terne.....	7 25 @ 8 75	8 50 @ [illegible] —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 12 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 15½@ — 16
Refined, prime L. S. to W. (110 @115 test)	— 22½@ — 23
Refined, Standard White (in ship'g order).	— — @ — —
Refined, prime White (in shipping order).	— 24 @ — —
Refined, S. W. (in jobbing lots).....	— 25 @ — —
Refined, S. W. (in tin)	— 27½@ — 28½
Naptha, Refined, (65 @ 73 gravity).....	— [illegible] @ — —
Residuum.....per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.) (Old List.)

Sizes.	1st. A.	2d. B.	3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Canton Co.....	67¾	....	....	68	....	....
Central Pacific 6s.....	91½	91¾	92	92½	92¾	92½
Central of N. Jersey.....	108¼	....	....	108¼	109½	
Chicago & Alton.....	115¾	115¾	116¼	....	116	
" pref.....	118	....	....	....	118¼	....
" 1 M.....	....	....	....	....	102½	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	....	152½	152	
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	79¾	80¾	80¾	75½x	....	....
" pref.....	89¼	89¾	90¼	85½x	84¼	83¾
" 1st M.....	....	....	....	....	94	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	88¼	....	....	....
Chic., Rock Isl. & Pac..109		108¾	108¾	109¼	108¼	
Chi., R. I. & Pa. 7s, 1896.....		....	100	....	....	100¼
Clev., Col., C. and Ind..	80¼	....	....	81	80¼	....
Clev. and Pittsburg.....104¼		105	105	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	80	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	18¼	....	....	18¼	18¾	18
" 1 M.....	82½	83¼	83¼	83¾	83¾	83
" 2 M.....	....	....	....	....	....	....
Cumberland Coal pref.....	....	....	....	....	....	....
Del. & Hudson Canal...120		119	119	....	120	120
Del. Lack. & Western.....	109¾	109¾	110	109¾	109¾	
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M. 7s.....	....	....	....	....	....	....
Dubuque & Sioux City.....	95¼	....	....	....	....	....
Erie Railway..... 24		24¼	24¼	24¼	24	23¾
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	93	....	....	....	....	....
" 3 M. 7s, 1883.....	....	85	....	....	....	....
" 4 M. 7s, 1880 82		....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort.....	80¼	....	80¼	....	....	....
Hannibal & St. Joseph.104¼		104	104	104	....	....
" pref.....	....	112	112	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	....	134¼	....	....
" bonds	106¼	....	....	....	....	....
Lake Shore & Mich.S'th. 92¼		92¾	92¾	93¼	93¼	92¾
Lake Shore Div. bonds.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	19	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....120¼		121	....	121¼	....	....
" S.F. 8s,1882.....	....	....	....	....	....	....
" conv. 8s, '69.....	....	....	....	....	....	....
M. S and N. I. 1 M. S. F. 97¼		97¼	....	....	....	97
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref..... 10¼		11	11¼	10⅞	....	10¾
" Tr. 10s ctfs.....	....	....	....	....	....	....
Milw. and St. Paul..... 59¾		59¾	60¼	60	59¾	58¾
" pref..... 81		81¾	82	82	81¾	81¼
" 1st mort..... 94¼		94¼	....	94¼	....	94¼
" 2d mort.....	....	....	....	....	....	....
" 8s.....105¼		....	105¼	....	....	....
" 7 3-10s con.....	93¼	....	....	....	....	....
Missouri 6s..... 93		93	93	92¾	93	93¼
" H. & St. J. iss. 92¾		....	92¾	92¾	....	....
Morris and Essex.....	....	....	....	89x	88¼	
" 1st mort....100¼		100¼	100¼	....	....	100¼
" 2d mort.....	96¼	98	....	97	....	
New York Central.....	....	....	....	....	....	....
" 7s, S.F.1876.....	....	....	....	....	....	....
" 7s, conv. '76.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	91¼	91	90¾	
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 91		91¾	91¾	92¼	91¾	91¼
" certificates. 85¼		85¼	85¼	87¼	86¼	86¼
N. York and Harlem.....	133¾	133	....	134	134	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. Carolina 6s, old..... 45¼		....	....	....	....	....
" new	....	....	24¾	....	....	....
Ohio and Miss..... 30¼		30¾	30¾	31	31¼	30¾
" pref.....	....	....	....	75	....	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 43		42¼	....	42¼	42¾	41¾
Panama	77	....	77¼	77¼	77¾	78
Phila. and Reading.....102¾		103¼	103¼	103	103	103¾
Pitts., Ft. W. & Chi. gtd. 94¼		64¾	94¼	94¼	....	94¼
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	97	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	5	....	....	8	
St. L., Alton & T. H.... 23		....	25	....	25¼	....
" pref.....	52	....	....	....	....	54¼
" 1 M.....	....	....	....	....	....	94¼
" 2 M. pref.....	81¼	....	....	....	....	81
" Income bds....	....	71	....	71	71	
Tennessee 6s, old..... 60		59	61¼	61¼	61¼	61¼
" new..... 58¼		59¼	60	60¼	60¼	60¼
Tol., Wab. & Western.. 51¼		....	51¼	51¼	51¼	51
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	94¼
" 2 M.....	....	....	....	....	....	85
" Equipment.....	....	....	....	....	....	....
Union Pacific..... 17¾		16¾	16¼	16¼	16¼	14¾
" 1st mort... 80¾		81	80¾	81	81	80⅞
" L. Gt. 7s.....	....	....	....	....	....	....
" Inc. 10s.... 61		....	....	....	....	52¼
Virginia 6s, old.....	68¼	68	....	68	....	
" new.....	....	....	....	....	....	64

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅝	106⅝	106⅝	106½	106½	106⅝
U. S. 5s, 10-40s, reg	106½	106⅝	106⅝	....	106⅝	....
U. S. 6s, 1881, reg	....	....	110¼	....	....	110
U. S. 6s, 1881, coup	....	....	113⅝	....	113½	113⅝
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ‡y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	107½	....	107⅝	107½	....	....
U. S. 6s, 5-20s, c. 1862	107½	108	107⅝	107⅝	107⅝	107½
U. S. 6s, 5-20s, reg. '64	107	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	107	107⅝	107⅝	107⅝	107⅝	107½
U. S. 6s, 5-20s, reg. '65	106⅝	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	107	107	107⅝	107⅝	107⅝	107½
U. S. 6s, 5-20s, r. n. '65	106	....	....	....	106⅝	....
U. S. 6s, 5-20s, c. n. '65	109½	109½	109½	109½	109⅝	109⅝
U. S. 6s, 5-20s, reg. '67	....	....	....	....	106⅝	106⅝
U. S. 6s, 5-20s, c. 1867	109	109½	110	109⅝	110	110½
U. S. 6s, 5-20s, reg. '68	106½	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110½	110⅝	110⅝	....	110⅝	110⅝
U. S. 6s, Pac.R.R.issue	110⅝	110⅝	....	....	110½	110½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa	....	....	....	....	....	....
.. preferred	37⅝	37½	....	....	....	....
Camden and Amboy	118	....	119½	119	119½	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	93	92½	92½	92½	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	94⅝	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	40	....
.. 7s	....	....	93½	....	....	....
Lehigh Navigation	34⅝	34	34	34½	33⅝	33⅝
.. 6s, 1884	84½	....	....	....	....	....
.. Gold L.	90⅝	90⅝	90⅝	91	....	90½
.. R. R. L.	....	....	89	....	....	....
Lehigh Valley R. R.	60	60⅝	60½	60½	60⅝	60⅝
.. 6s new coup	94	....	....	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	44⅝	44⅝	44⅝	44½	44½	44½
.. 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	46	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	91	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	41
Pennsylvania R. R.	61½	61	61½	62	62	62
.. 1st M.	....	....	....	....	....	....
.. 2d M.	100	....	....	....	....	100
Penn. State, 6s. 1st series	104½	....	....	....	....	104⅝
.. 6s, 2d series	105⅝	....	....	....	....	....
.. 6s, 3d series	107½	....	....	....	107½	....
.. 6s, W L.	....	....	....	104½	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	100	99⅝	100	100	100	100
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	51½	51⅝	51⅝	51⅝	51⅝	51⅝
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	26⅝	....	27½	27½	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	7⅝
.. pref.	....	....	....	16⅝	....	....
.. 6s, 1882	....	....	....	....	....	76½
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	16½	17	17	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	55½
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	22½	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	....	....	....	93½	....	93
.. 1886	....	....	....	95	....	....
.. 1890	93⅝	93⅝	....	93½	....	....
.. 1884	133	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	97	....	....
.. .. 1880	....	....	95½	....	....	....
.. .. 1885.	95	....	....	93½	....	....
Marietta & Cin. 1st M.	....	92⅝	....	....	93½	93
.. 2d M.	74	....	....	....	....	....
Northern Central	40⅝	....	....	....	....	....
.. bonds, 1885.	94	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	90	....	....	91
City Passenger R. R.	....	....	....	....	....	20½

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Boston and Albany	....	155	155	155	155	
Boston and Lowell	....	139⅝	....	....	139½	
Boston and Maine	....	....	....	....	153	
Boston and Providence	....	151	....	....	152	
Boston, Hartford & Erie	2½	....	2⅝	....	2½	....
.. 7s, new	20½	21½	20½	....	20½	20
Cheshire, pref.	....	85½	....	....	86	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	137	
Eastern	....	....	124	....	....	
Fitchburg	136⅝	....	136⅝	....	....	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121	120⅝	121	120⅝	121	121
Northern, N. H.	....	111	....	....	109½	
Ogdens. & Lake Champ.	....	90½	....	....	92	
.. pref.	....	106	....	....	105⅝	
Old Colony & Newport.	98	98	....	....	98	97⅝
Ph., Wil. & Baltimore	55	54⅝	55	53x	....	
Portl'd, Saco & Ports.	....	113½	....	....	....	
Union Pacific	17	....	16½	16½	....	
" 6s	77⅝	78	....	78	....	
" Land Grant 7s	66½	....	....	61½	60⅝	
" Income 10s	59	52½	50	51	49	
Vermont & Canada	105	105½	105	105	105	
Vermont & Mass.	....	....	....	....	70	
South Boston (Horse)	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	....	
Middlesex	....	62½	....	....	....	
Central Mining Co.	....	....	....	....	....	
Copper Falls	7⅝	....	....	....	....	
Franklin	....	....	....	....	....	
Huron	....	....	....	....	....	
Isle Royale	....	....	....	....	....	
National	....	....	....	....	....	
Pewabic	....	....	....	....	....	
Pittsburg	....	....	....	....	....	
Quincy	....	21½	....	....	....	

London Stock Exchange.

	Closing Prices. Nov. 25.	Dec. 2.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	68 — 72	70 — 75
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	68 — 72	70 — 75
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	27½ — 28½	28 — 29
Detroit and Milwaukee 1st mort. 7s	67 — 71	67 — 71
Do. 2d mort. 8 p. c.	67 — 71	67 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterig. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	78 — 82
Do. 100 dol. shares, all paid	110 —111	— — —
Marietta and Cin. R.R. bonds 7 p. c.	78 — 82	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	88 — 92	88 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	91 — 93	91 — 93
Do. $50 shares	48 — 52	47 — 49
Philadelphia and Erie 1st mort. 1881.	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, December 17, 1870.

Stock Exchange and Money Market.

There has been a less urgent inquiry noted for Money, since our last, and the advantage as to rates has been in favor of borrowers. The offerings of capital have been liberal, especially through private channels. There has been a moderate outflow of currency reported, chiefly to Cincinnati, and New Orleans. Call loans have been quoted generally at 5@6; and mercantile credits at 7@8½ per cent. per annum. The City banks, in their last weekly return, show a loss of $2,133,634 of legal tender notes, $1,172,218 of specie, and $809,964 of deposits. They added $1,884,089 to their loan and discount average. The U. S. Sub Treasury lost $379,193 of specie, and $689,382 of currency, as the result of the week's business.

The specie reserve of the city banks according to the latest return is $15,935,848, against $29,716,862 same time last year. The city bank deposits are now $194,181,355, against $182,179,798 week ending Dec. 11, 1869. The legal tender reserve amounts to $49,124,022, against $46,884,429 same time last year. The circulation now stands at $32,185,477, against $24,128,117 same time last year. The loans are now $268,147,232, against $252,729,955 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $88,932,250 a day, against a daily average of $81,952,324 the preceding week. The current week's exchanges average about 93 millions a day. The city banks, last week, reported a loss of $1,172,218 of specie, $809,964 of deposits, and $2,133,634 of legal tender notes. They increased their loans $1,884,089; and reduced their circulation, $52,911.

The city bank exchanges on Wednesday were 88 millions.

National Bank notes to the amount of $204,260 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $337,007,058 against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,143,524 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $303,863,534. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $346,181,750; and for the public deposits, $15,834,500—making a total of $361,716,250. The Treasury Department last week redeemed and destroyed $567,906 of worn and mutilated fractional currency, and issued $589,557 of new.

The cash balance in the Treasury Department at the close of business on Monday, was $29,000,000 in currency, and $97,600,000 in coin, including $16,900,000 in certificates.

The U. S. Sub-Treasury receipts, week ending with Dec. 10, were $3,024,735 in coin, (including $1,808,759 from customs duties,) and $3,090,387 in currency; payments, $3,403,929 in coin, (including $1,541,048 of coin interest,) and $3,779,769 in currency; balance at the close of the week, included $60,112,170, of coin, against $60,491,363 the preceding Saturday, and $6,389,430 of currency, against $7,078,812 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $273,566 in coin, (including $187,064 from customs,) and $280,695 in currency; payments $609,793 of coin (including $81,017 of coin interest), and $382,465, of currency. On Tuesday, receipts, $789,348 in coin (including $367,890 from customs), and $210,653 in currency; payments, $295,614 in coin (including $278,976 of coin interest) and $444,684 of currency. The balance at the close of business on Tuesday included $6,053,628 of currency, and $60,269,677 of coin against a balance a week previous of $6,770,483 currency, and $60,439,016 coin.

The aggregate receipts of the U. S. Sub-Treasury in November, were $56,296,837, including $9,576,224 from customs; aggregate payments, $62,134,566, including $14,025,558 of coin interest.

The U. S. Sub-Treasurer issued in November $4,741,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,579,759 of coin certificates, received for customs.

The U. S. Sub-Treasury balance at the close of

business on Wednesday was $60,707,238 of coin, and $5,944,255 of currency.

Government revenues were on a moderate scale, during the week. The excises during the week yielded about 2¾ millions; customs at the port of New York, $1,808,759, and at the outports about $600,000 (in coin) more, making the grand total income for the week equal to about $5,500,000 in currency. The income of the Government, from excises, since July 1, 1870, has been about 78 millions.

There has been less activity in the Gold speculation, since our last, and less buoyancy has been noted in the price. The range has been from 110½@111⅛, and the closing quotation on Wednesday was 110⅞@111, against 110¾@110⅞ the preceding Wednesday. The customs call has been light. The export drain was rather heavier. On Wednesday, Government sold $1,000,000 of gold at from 110 64@110 71. The aggregate of the bids was $5,900,000.

The customs revenue on Wednesday was $260,000. The coin interest disbursements at the Sub-Treasury were $55,358.

Under the December programme of the Treasury Department Government will sell Gold, during the month, as follows: Wednesday, December 21, $1,000,000; Wednesday, December 28, $1,000,000. And will buy in, during the month, of Five-Twenties as follows: Thursday, December 22, $1,000,000; Thursday, December 29, $1,000,000.

The export drain was $800,468, week ending with Dec. 10, against $519,868 week ending with December 3; $449,984 week ending with November 26; $655,078 week ending with November 19; $410,134 week ending with Nov. 12; $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 57⅛ millions, against 30½ millions same time in 1869; nearly 69⅜ millions same time in 1868; 45⅜ millions same time in 1867; over 59⅛ millions same time in 1866; and 27⅞ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 26½ millions on Friday, of last week, were 26¾ millions on Monday of this week, 39⅞ millions on Tuesday, and 21¾ millions on Wednesday.

The customs demand for Gold last week, averaged $301,460 a day; thus far, this week, it has averaged $277,472, a day, or equal to a weekly aggregate of $1,664,832. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $105,227; and since Jan. 1, 1870, $11,492,784, against $14,928,616 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $134,711,673 against $125,403,841, same time in 1869.

The exports of specie, from this port, last week, were $800,468 against $380,399 same week last year; and since Jan. 1870, $57,538,762, against $30,536,829 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,541,048; and since Jan. 1, 1870, $84,769,464 against $89,085,346 same time in 1869.

Foreign exchange has been in quite moderate demand, but, with reduced offerings, has been quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109⅝@109⅞. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of $4,679,671, and since January 1, 1870, $184,848,526, against $189,274,281 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Nov. 30th, was $7,147,000, against $7,804,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Nov. 30th, were $31,439,759, against $34,883,581 same time last year.

Government securities have been in more active demand, especially the later issues of the Five Twenties, which have advanced in price, closing firmly and buoyantly, on a lighter offering of bonds.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅛@113⅜; U. S. Five-Twenties of 1862, 107⅝@107¾; U. S. Five-Twenties of 1864 at 107⅛@107⅝; U. S. Five-Twenties of 1865, 107⅜@107⅝; U. S. Five-twenties of 1865 consolidated, 109¾@109⅞; U. S. Five Twenties of 1867, 110⅜@110¼; U. S. Five-twenties of 1868, 110⅜@110½; U. S. Ten-forties at 106⅜@106⅝; U. S. Six per cent. currency bonds, 110¼@110½.

State bonds have been in moderate demand, through the week, but irregular in price.

Railway bonds have been more sought after for investment purposes at generally firmer prices. Central Pacific Sixes have been in lively demand, and have been quoted decidedly stronger in price, closing with 92⅛ bid, and 92¾ asked, on a reduced offering of the bonds. The inquiry has been largely stimulated by the reports of the very remarkable growth of the business of the road, which yielded gross earnings to the company last year of $6,000,000, and will produce a total of about $8,000,000 for the whole of 1870, or an aggregate of $14,000,000 for the two years, of which aggregate full 50 per cent., or equal to $7,000,000, are net earnings over and above expenses. Chesapeake and Ohio Sixes have been in request at 90 and interest; Union Pacific Sixes have been quoted at 80⅞@81.

Railway and miscellaneous share property has been moderately active, at variable prices, closing heavily as a rule. Union Pacific stock has been pressed for sale, and quoted down to 13½@13⅞ closing at 14@14¼. Western Union Telegraph closed at 46¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 30.	Dec. 7.	Dec. 13.
Consols	93 3/16	*92⅛	91⅞
U.S. 5-20's of 1862	88¼	89	88¾
U. S. 5-20s, 1865	87⅝	88¼	88⅛
" 1867	89¾	90½	90¼
" 10-40s	87	87¼	87¼
Erie	20¾	20¾	19⅞
Ill. Central	111	111½	110½
At. and Gt. West	28	28	27½

* Ex-dividend.

General Business has been less active, and as a rule, values have been more favorable to purchasers. Flour and Wheat closed with more steadiness, on an improved export inquiry. Provisions have been depressed. Middling upland cotton closed on Wednesday at 15¼ cts. per lb. The stock of cotton now here is given at about 75,000 bales. The receipts at the port this week, have averaged about 8,450 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,209,275 bales, against 976,325 bales same time in 1869-'70; exports same time 640,500 bales, against 510,500 bales same time in 1869-'70; stock on hand at latest dates, 434,500 bales, against 300,325 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 14,129 pkgs., against 20,268 pkgs., same time in 1869. From Boston, 7,478 pkgs. in 1870, against 7,002 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in more request from 9@16¼c. per lb.; week's receipts, 7,056. Milch cows quiet at $40@$110 each, receipts, 89. Veal calves have been in more demand at from 5@11c. per lb.; receipts, 2,175. Sheep have been in request at from 3½@6¼c.; lambs at 5@7½c. per lb.; receipts, 33,853. Swine have been in fair demand at 7¼@7⅝c. per lb.. all live weight; receipts, 26,670.

Foreign Goods have been less freely dealt in as a rule, at less buoyant prices. The dry goods entries at this port, last week, were $1,380,918, making with the general merchandise imports a total of $6,012,490, against $5,947,679 the preceding week.

Freights have been less active, and rates have been quoted weaker. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s. by steamer per bbl.; grain at 6¼@6½d. by sail, and 7½d. by steamer per bushel; cotton at 5/16@⅜d. by sail and 9/16@⅝d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 551.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending December 13th, and since the beginning of the year:

	1869.	1870.
For the week	$3,646,286	$4,679,671
Previously reported	185,627,995	180,168,855
Since Jan. 1	$189,274,281	$184,848,526

The imports for the week ending Dec. 10, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,041,720	$1,380,918
Gen. merchandise	3,839,963	4,631,572
Total for the week	$4,881,683	$6,012,490
Previously reported	273,967,290	282,108,694
Since January 1	$278,848,973	$288,121,184

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, old, 71; do. new, 65½; N. Y. State 7s, Bounty Loan reg., 104; Georgia 7s, 92; North Carolina 6s, Special Tax, 18; South Carolina 6s, new, Jan. and July, 69⅞; do. April and Oct., 67; do. old, 89; Alabama 8s, 101¼; Jersey City W. L., 94; Brooklyn 6s, W. L., 96¼; New York 6s, 1873, 102½; Albany and Susquehanna 2d mort., 92½; Ohio and Mississippi consol. bonds, 90; St. Louis and Iron Mt. 1st mort., 90; Jefferson R. R. 1st mort., 90¼; Great Western (Ills.) 1st mort., 1888, 89½; Mor-

ris and Essex const. bonds, 89; Peninsula R. R. 1st mort., 89; North Missouri 1st mort., 87¼; Chicago and North Western Interest bonds, 92; Quincy and Toledo 1st mort., 82; Central of New Jersey new bonds, 102¼; Norwich and Worcester, R. R., 105; New Jersey R. R., 119; Hartford and New Haven R. R., 165; New York and New Haven R. R., 150; do. scrip, 143; do. 6s, 98; Rome, Watertown and Ogdensburg R. R., 130; U. S. Exp., 33; Adams Exp. 65½; Am. Mer. Union Exp., 46½; Wells Fargo Exp., 30¾; Western Union Telegraph, 45¾; Brunswick City Land, 7; Central gold, 0.13; Grass Valley gold, 0.15; Gunnell gold, 0.17.

Philadelphia.—West Jersey R. R., 62½; do., 7s, 97; do. 6s, 91½; Perkiomen R. R. 7s, 76; Oil Creek and Allegheny River R. R., 46½; do., bonds, 78½; Pennsylvania R. R. Gen'l mort., 96; Philadelphia and Reading Debt bonds, 81½; Penn. and New York Canal 7s, 90¾; Lehigh Nav. 6s, conv. loan, 79; Swedesboro' R. R. 1st mort., 96; Wilmington and Reading 7s, 90½; Warren and Franklin 7s, 85½; Germantown Passenger R. R., 31; Fifth and Streets R. R., 40; Pittsburg 5s, 74; New Jersey 6s, free, 104½; Pennsylvania Canal, 23; N. Y. and Middle Coal Fields, 4⅞; Shamokin Coal, 5¼; Big Mt. 7⅛. The latest quotations are: City 6s, 99@100; do. free of tax, 100@100⅜; State 5s, coupon, 103½@104; do., 6s, W. L., 104½@104¾; do. 1st series, 104½@105; do., 2d series, 105½@105⅝; do., 3d series, 108@—; Reading, 49⅛@49¼; do., 7s, 1893, 104½@105; do., mort. 6s, 1880, 98½@98½; Camden and Amboy, 118@118¾; do., mort. 6s, 1889, 94½@94¾; do., 1883, 92@93; do., 1889, 89@90; Penn. R. R., 61¾@61⅞; do., 1st mort., 103½@104; do. 2d mort., 99¾@100; do. Gen'l mort. coupon, 96@97; do. reg., 96@96¼; Little Schuylkill R.R., 44@44¼; Morris Canal, 32@36; do. pref., 71@80; do., 6s, 80@84; do., scrip 7s, 70@—; Susquehanna Canal, 3¼@—; do., 6s, 43@—; Schuylkill Nav., 7½@7¾; do. pref., 16¼@16½; do., 6s, 1882, 76@—; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 92½@93½; do., 5s, 58@60; Lehigh Coal and Navigation, 34¼@34⅜; do., 6s, 1884, 84½@85; do., R.R. Loan, 89@89½; do. Gold Loan, 90@90½; North Pennsylvania, 46@47; do., 6s, 101@101½; do., 7s, 93½@—; do. Chattle 10s, 111@112; Philadelphia and Erie, 27⅛@27⅛; do., 6s, 89@90; Minehill, 52@52¾; Catawissa, 12@16; do. pref., 37½@37⅝; Lehigh Valley, 59⅜@59½; do. 6s, 95½@96; do. 6s, reg., 100@—; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 55@56; Thirteenth and Fifteenth, 21@22½; Spruce and Pine, 24@25; Green and Coates, 42@45; Chestnut and Walnut, 44½@44¾; Hestonville, 16@17; Union, 47@—; Germantown, 30@31.

Boston.—Rutland R. R., 28; do. pref., 77; do. 7s, new, 79½; Vermont Central 1st mort., 85; do. 2d mort., 38; Connecticut and Passumpsic Rivers R. R. 6s, 94; do. 7s, 1876, 98¾; Stanstead, Shefford and Chambly 7s, 82½; Middlesex Horse R. R. 6s, 1884, 81; Vermont and Massachusetts 6s, 1883, 92¼; Vermont Central and Vermont and Canada 8s, 1889, 102¼; Michigan Central 8s, 1890, 106¼; Eastern 6s, 1889, 95; Old Colony and Newport 6s, 96; Chicago, Burlington and Quincy bonds, new, 95; Summit Branch, 40; Cincinnati, Sandusky and Cleveland R. R., 23¼; do. 7s, 76¾; Troy and Greenbush R. R., 46¾; Indianapolis and Cincinnati R. R., 6½; Vermont Central old stock, 25c; Boston Water Power Co., 19¼; Vermont 6s, 1871, gold, 105⅜; New Hampshire 6s, 99; Maine 6s, 1889, 97¾; Massachusetts 6s, 5-20s, currency, 100⅛; do. 5s, 1894, gold, 95⅞; Worcester 6s, 1885, 99; Hartford 6s, 1884, 95¾; Portland 6s, 1887, 94¼; St. Louis City 6s, 1887, 86; do. 1881, 87; St. Louis County 7s, 1885, 96; Chicago 7s, 96; Boston 5s, 1883, 95¾; do. 1882, 95⅞; do. 6s, 1880, currency, 100⅝; Roxbury 5s, 1880, 93; Bath 6s, 1891, 87⅝; Albany 6s, 1879, 92½; Lowell 6s, 1890, 98½; Wymouth Town 5s, 1875, 96⅛: Dorchester Town 5½s, 1872, 99; Calumet Mining Co., 125.

Baltimore.—Virginia 6s, old, reg., 51; do. 1867, 57; do. 1866, 60½; Maryland Defense bonds, 102; Orange and Alexandria 2d mort., 6s, 77; do. 3d mort., 8s, 83½; do. 4th mort., 8s, 78. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 132@140; do. 6s, 1875, 96@97; do. 1880, 95¼@97; do. 1885, 92½@94; Northern Central, 41@41¼; do. 6s, 1885, 94@94; do., 1900, 88½@90; do. 6s, 1900, gold, 92½@93; N. W. Va. 1st mort., 95@97; do. 2d mort., 95@—; do. 3d mort., 1885, 90@92; Marietta and Cincinnati 7s, 1892, 93@93¼; do., 2d mort., 74@76; Central Ohio, 24@27; do. 1st mort., 85@86; Western Md. 6s, 1890, 76@79; do., guar., by Baltimore City, 93@95; do. 2d mort., guar., 89@—; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80¼@83; Richmond and Danville bonds, 73@76; Orange and Alexandria 1st mort., 6s, 80@—; do., 2d mort., 6s, 76⅞@77¼; do. 3d mort., 8s, 83@83½; do. 4th mort., 8s, 77½@79; Orange, Alex. and Manassas 7s, 78@79⅛; Virginia and Tennessee 8s, 82@82½; do., 6s, 1st mort., 80@83; do., 6s, 2d mort., 73½@74; Baltimore 6s, 1875, 92¾@93¼; do. 1884, 91@92; do., 1886, 94@95; do., 1890, 91½@92; do., 1893, —@92; do., 1900, 93@93½; do., 5s, 1838-'70, 75@80; Memphis City 6s, 56½@58; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R., 20@20⅝; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.25.

☞ Artcles of association of the Baltimore, Pittsburg and Chicago Railroad have been filed with the Secretary of State at Indianapolis. The capital stock is fixed at three millions of dollars, in sixty thousand shares. One hundred and forty-five miles of the road runs through the State of Indiana, in the counties of DeKalb, Noble, Kosciusko, Elkhart, Marshal, St. Joseph, Porter and Lake.

☞ The earnings of the Richmond and Danville Railroad for the year ending September 30, 1870, were $692,366, and the operating expenses $467,633, leaving the net earnings over working expenses $224,733. Of the net earnings $163,000 was applied to the payment of interest on the bonded debt of the company, $45,000 for lease of the Piedmont Railroad, and the balance for additions to the permanent property of the company.

☞ The first section of the new Milwaukee and Northern Railroad, from Milwaukee to Cedarburg, twenty miles, was completed last week. The line has been surveyed to Green Bay, and the right of way acquired to Fox river.

☞ The Macon and Augusta road was opened for the transportation of freight and passengers on the first of December.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Dec. 15, 1870.

FUNDING FIVE TWENTY BONDS.

Within the past three months a very large amount of Five-Twenty Bonds have been funded through our office into the FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, besides large sales of the same securities for new investments.

We deal in Central Pacific Bonds the same as in Government Securities, and regard them as affording the desired medium for funding Five-Twenty Bonds, *without reduction of interest and with unimpaired security.*

They are all Coupon Bonds of $1,000 each, interest payable Jan. 1 and July 1.

☞ *They are well known, and have a ready market in all the money centres in this country and Europe, are daily quoted at the Stock Exchange, and can be sold at current market price as readily as the Bonds of the Government.*

The EARNINGS of the Road for 1870 will reach *Eight Million Dollars*, and the increase is shown in the following figures:

Earnings from Jan. 1 to Dec. 1, 1870...	$7,417,317
Earnings from Jan. 1 to Dec. 1, 1869...	5,260,882
Increase	$2,156,435

We keep a supply of these Securities on hand, and furnish them at current market price, which to-day is 92½.

This price includes the coupon due Jan. 1, for which three per cent. in gold will be received by the purchaser, on bonds bought during this month.

Proceeds of $1,000 5-20 bond of 1867, sold to-day at 109¼	$1,100 00
Cost of $1,000 Central Pacific bond, to-day at 92½	925 00
Difference realized	$175 00

We continue, as heretofore, to buy and sell Government Bonds, make Collections, receive deposits subject to check at sight without notice, and allow interest on balances, and do a general Banking business.

FISK & HATCH.

☞ LOUISVILLE AND NASHVILLE SEVEN PER CENT. CONSOLIDATED MORTGAGE BONDS.—The small amount left of the last issue of these bonds will be sold at 90 and accrued interest. Parties desiring an *entirely safe* investment are invited to call for information on either of the undersigned.

J. B. ALEXANDER & CO.,
19 Nassau-st.
JOHN J. CISCO & SON,
59 Wall st.

☞ The Missouri, Kansas and Texas railroad has been completed from Sedalia, on the Missouri Pacific railroad, to Fort Scott, in Kansas, which opens up Southern Kansas to St. Louis by a short route. The Company is pushing the road southward from Fort Scott at the rate of two miles per day, and expect to reach Fort Gibson, on the Arkansas river, by the 1st of May, and cross Red river within a year. Thence the road will be vigorously constructed to the Rio Grande and beyond.

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES TO OWNERS OF REAL ESTATE DEPRIVED OF PROPERTY IN CONSTRUCTION OF RAILROAD.

The facts in the late case of The Western Pennsylvania Railroad Company *vs.* Hill, (56 Penn., 460,) are fully stated in the following able opinion by

THOMPSON, C. J.—The Court admitted evidence and submitted as a ground of recovery in favor of the plaintiffs below, whether the direct and immediate effect of the construction and use of the company's railroad over the plaintiffs' land, had the effect to destroy the business of their mill, and consequently to lessen its value. The testimony is full to this point, and leaves no doubt of the fact. If the taking of the plaintiffs' land directly resulted in this, in a way capable of being certainly ascertained, it is not easy to see why compensation should not result from one cause of injury as well as another. This I suppose would not be disputed as a general proposition; but it is denied that the occurrence of the injury in this particular case is a ground of damage.

What is it? Many witnesses testified that the plaintiffs owned an ancient custom mill; that after the railroad was built and begun to be operated, they ceased to carry their grain to be ground there, and that at least one-half of their custom had fallen off. The reason given for this was simply the danger in going to the mill with horses and teams, owing to the location of the railroad with reference to the mill.

The mill stands on a narrow strip of land, between the Kiskeminetas River, on the one side, and a high bluff or hill on the other. A township road starts at the mill, and after running along the narrow strip for some 15 or 20 rods, leaves the valley and passes in the open country. Side by side, with his township road is the railroad, elevated a few feet above it, and so passes the mill at a distance of some thirty feet from it door. There is no room for another road, it appears; between the township road and the river, and along this road, teams and horses must pass to and from the mill; a precipitous bank and the river being on the one side, and the railroad on the other. In the opinion of the witnesses this presented a case of such peril and inconvenience in freightening teams and horses, as to compel them and others to carry their grain to be ground at other mills. If this resulted as an immediate and direct consequence of the taking of the plaintiffs' property, on which to build the railroad, and if the fear and danger in the circumstances of the case were reasonable, and prevented people from coming to the mill, the court advised the jury that the depreciation in the value of the property, therefore, ought to be compensated by the railroad company.

This view, in its application to the admission of testimony and to the charge of the learned judge, forms the principal assignments of error in the case.

I regard the testimony as but a mode of ascertaining a measure of damage, sanctioned by the court from Thoburn's case, 7 S. and R. 411, down to Hornstein's case 1 P. F. Smith 87, namely, the difference between the value of the property after the construction of the railroad and before; the amount of deterioration, when ascertained by proper tests, being the amount the owner should be entitled to. This must almost always be arrived at through a variety of details in evidence, to enable the jury to find a result. When the deterioration results from actual and not speculative causes, and, to all human appearance, from causes which promise to continue, then it must be admitted as a ground of damage.

At common law, depreciation of property by agencies that would destroy its value, would undoubtedly be a ground for the recovery of damages. The maxim *sic utere tuo ut alienum non lœdas*, embodies the duty, and the law must enforce it, or the maxim would be idle. In 3 Casey 99, repeated in 1 Wright 469, and other cases, it was held "that the construction which has been given to legislative charters for improvement companies generally, has been, that they are intended to secure compensation for such injuries as the common law recognises as fit objects for compensation." In this last case, a practical application of the rule is given, and it goes far to justify the ruling of the learned judge in this case. In the opinion of the court, my brother Strong said: "The exclusive appropriation of a part, the inconvenience arising from divisions or from increased difficulty of access, and the cost of additional necessary fencing, are alike the direct and immediate results of the construction of the rail road," and entitled to be compensated. See also Patten *vs.* The Northern Central Railroad Co., 9 Casey 426. These cases would compensate the inconvenience to a land owner, whose property is taken to build a railroad. The direct and immediate result of the construction of a road over land taken, if injurious, gives title to damages, even to the extent of estimated inconveniences.

The rule in its breadth, applies generally, only to cases where there is an exclusive taking of a portion of the owner's property under the right of eminent domain. This is apparent from the Monongahela Nav. Co., *vs* .Coons, 6 W. & S. 101, and subsequent cases.

It is not necessary to elaborate much the nature of the injury here, or its direct character. It results solely from the taking a portion of the plaintiffs' land, and the construction and use of the defendant's road. I see not much difference in the nature and certainty of the exclusion of the customers of this mill, between an absolute physical obstruction, directly in their way, and others which continually threaten their lives and limbs in the use of the ordinary means of getting there. Without enlarging, however, we think the testimony in regard to the loss of custom to the mill, from the construction of the road over the ground of the owner, and the reason for it were properly received and properly submitted to the jury as grounds of compensation to be made to the plaintiffs, for the deterioration their property.

It was not error to refuse to instruct the jury that they must state in detail the items which should constitute their verdict. It was not even necessary, under a similar provision, in case of appraisers of damages; Tucker *et al vs.* The Erie and N. E. Railroad Co., 3 Casey 281. Nor was the contrary decided in the case of Patten *vs.* The Northern Central Railroad Co. *supra.* That was not a point in that case. A jury might, if they chose, state the items composing the sum of their verdict, but it would amount to nothing. They must find an aggregate sum, no matter of how many items it is composed. We have carefully considered all the assignments of error in the case, and see nothing to correct.

The Judgment is affirmed.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of November, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869..	521,300	18,028,800	7,038,800	3,159,300
1870..	430,400	17,124,700	4,805,100	3,984,700
Dec..	90,900	904,100	2,233,700	*825,400

* Increase.

The barley received in 1870 is all new crop but 82,000 bushels. By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 271,700 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of November in the years indicated:

	1868.	1869.	1870
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	440,900	521,300	430,400
Wheat, bushels..	13,757,900	18,028,800	17,124,700
Corn, bushels...	16,810,500	7,038,800	4,805,100
Barley, bushels.	3,557,600	3,159,300	3,984,700
Oats, bushels...	11,646,600	4,830,000	5,967,500
Rye, bushels....	348,900	251,400	587,500
Malt, bushels...	436,400	238,400	761,200
Feed, lbs.....	.....	13,066,200	14,461,500

United States Mint.

The report of the Director of the Mint for the year ending with last June, gives the total deposits of bullion at $32,990,210 96; coinage, $33,334,863 91. The coinage in Philadelphia was $4,961,860 98; at San Francisco, $19,910,550; at Carson, $132,369 05. The redeemed nickels amounted to $66,872 26, or $34,592 99 less than last year. The Director opposes redeeming the lowest bronze coinage. The profit from bronze and nickel coinage last year was $275,000. Silver token coinage is again urged in pieces of ten, twenty-five and fifty cent pieces, of reduced weight but standard purity, for fractional currency and United States notes. The silver could be got from Nevada and Colorado. Tables show that from 1859 to 1869, both inclusive, the Philadelphia Mint coined $143,490,741 38, and the San Francisco branch $184,439,199 15.

☞ The Water Commissioners of Fitchburg, Mass., will, at an early day, issue Proposals for the construction of three miles of Brick Conduit, three dams containing an aggregate of about 60,000 yards of material, and the laying of from six to seven miles of cement lined wrought iron pipe. Contractors desiring to look at the surface before it shall be covered with snow will do well to examine it at once, for which purpose the Commissioners will furnish every facility in their power.

☞ Fourteen miles of track of the Pittsburg and Cumberland Railroad have been laid from Cumberland westwardly and about twelve miles from Connellsville eastwardly. A line of telegraph follows the construction of the road from the Connellsville end.

Commerce of New York.

The foreign imports at New York for the month of October, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$10,288,541	$14,087,056
Do. for warehousing....	5,841,349	7,163,067
Free goods.....	879,329	1,193,348
Specie and bullion.....	3,580,817	417,860
Total entered at port...	$20,590,036	$22,861,331
Withdrawn fr. wareh'use	10,704,752	8,802,588

The foreign imports at New York for the ten months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$132,338,648	$144,010,203
Do. for warehousing...	108,505,972	100,299,719
Free goods.....	12,489,960	11,174,186
Specie and bullion.....	15,319,395	8,799,031
Total entered at port...	$268,653,975	$264,283,139
Withdrawn fr. wareh'se	94,670,950	99,738,423

The revenue from customs at New York for ten months from January 1, were:

	1869.	1870.
1st quar.....	$34,640,194 91	$38,568,250 47
2d quar.....	28,827,215 03	34,013,560 63
3d quar.....	35,865,913 58	39,853,870 39
In Oct.....	10,554,660 92	11,161,364 60
Ten months.....	$109,887,984 44	$118,597,046 09

The exports from New York to foreign ports in the month of October, were:

	1869.	1870.
Domestic produce.....	$18,419,645	$16,018,569
Foreign free goods.....	71,862	1,905
Do. dutiable.....	577,748	638,930
Specie and bullion.....	2,531,076	2,416,356
Total exports	$21,600,331	$19,075,760
Do. exclusive of specie.	19,069,255	16,659,404

The exports from New York to foreign ports for ten months from January 1, were:

	1869.	1870.
Domestic produce.....	$135,147,985	$142,440,575
Foreign free goods....	327,068	334,800
Do. dutiable.....	5,799,784	8,416,680
Specie and bullion.....	29,248,704	51,344,339
Total exports.....	$188,523,541	$202,536,394
Do. exclusive of specie .	159,274,837	151,192,055

☞ The President has appointed Isaac H. Sturgeon, of Missouri; J. A. Thatcher, of Minnesota, and Hollon Richardson, of Maryland, Commissioners of the Kansas and Denver Pacific railways, and they have been instructed by the Secretary of the Interior to meet at Kansas City on the 19th inst. to examine and report on the roads and telegraph lines of said companies.

☞ Articles of incorporation have been filed with the Secretary of State of Wyoming Territory incorporating the Cheyenne, Iron Mountain and Pacific Railroad, to start from Cheyenne and connect with the Helena, Big Horn and Cheyenne Railroad at the northern boundary of Wyoming. General Silas Reed, Surveyor General, has been elected President, and Governor J. R. Campbell Vice President of the road.

☞ The receipts of the Orange, Alexandria and Manassas railroad for the year ending September 30, 1870, were $939,697 99, and the expenditures for the same time $580,063 34, leaving a net revenue of $359,676 65. During the year the aggregate number of passengers transported over the road was 185,604, and of freight, 121,111 tons.

North Shore (Canada) Railroad.

Conferences having been held with the Quebec Government in reference to land grants for the railway running north of the St. Lawrence from Quebec to Montreal, the Quebec *Chronicle* gives the following as the answer of the Government:

The Government will grant to a company which will undertake the Piles Road and the establishment of the navigation of the St. Maurice:

1.—The North Shore Road between Quebec and Montreal.

2.—The Colonization Road north of Montreal.

3.—That part of the Central Canada Railroad continuing the road last mentioned, on the north bank of the Ottawa towards Aylmer.

Three million acres of land to be chosen by the government in the territory watered by the Ottawa, the St. Maurice, the Batiscan and their tributaries, this grant to stand in place of every previous grant in favor of these roads.

And this grant will be made subject to the following conditions:

1.—The government shall nominate one-third of the Directors.

2.—All the works to be executed in full within five years, and all the enactments contained in the 14th section of the act incorporating the St. Maurice Railroad Company, to remain in force; and it being further stipulated that no Crown Lands shall be pledged in the event of the company not proceeding diligently to the execution of the work.

3.—Every road to be of the first-class.

4.—The government can buy the works by giving 10 per cent. profit to the company.

Worthington's Valley, Hamstead and Bachman's Valley Railroad.

We have received the report of a preliminary survey of the contemplated railroad from Chestnut Hill Ore Banks to Westminster, by Joseph S. Gitt, Esq., Civil Engineer. This survey was made at the instance of a committee of gentlemen interested in the property lying upon and adjacent to the line of the contemplated road, in order to determine the feasibility of constructing it, and to ascertain the cost of the same. The proposed railroad is to run between Chestnut Hill Ore Banks and Westminster, a distance of eight and three quarter miles, through a region rich in mineral wealth, abounding in beds of valuable iron ore, and in quarries of richest lime stone; remarkable, also, for the beauty of its scenery, the fertility of its soil, its forests of valuable timber, and for the industry, enterprise and public spirit of its inhabitants. It is believed that the two articles of iron and lime, of themselves, will afford an immense carrying trade to the road, while the valuable products of the forests and the fields along the line of the road will swell its trade to dimensions fully equal to its capacity for transportation. The history of railroads has proved them to be paying institutions, wherever located, if properly conducted. They are remunerative not only in the appreciation of their stock and the value of their dividends, but also in the rapid advance in the value of property and in the general improvement of the regions through which they pass. The friends and projectors of this road will doubtless find their profit in it in this way, independent of the development of the abundant resources of their section, and of the conveniences of speedy travel and transportation of freight. Many local roads have improved the property along their routes and at their respective termini more than a hundred per cent.—*Balt. Am., Nov. 3.*

☞ By the opening of the Utica, Chenango and Susquehanna Valley Railroad to Norwich, trains can now run through from New York to that place via Scranton, and the coal fields of Pennsylvania are placed in direct connection with the Chenango Valley and Central New York.

State Tax on Railroads.

Judge Strong has rendered his decision in the case of Minot *vs.* The Philadelphia, Wilmington and Baltimore Railroad Company, recently argued in the Circuit Court of the United States in the District of Delaware. This action was one brought by Mr. Minot a stockholder in the above named company and a citizen of Massachusetts, to have the State of Delaware enjoined from levying certain taxes on the Philadelphia, Wilmington and Baltimore Railroad Company, and the Railroad Company from paying them. The Court decided that the tax on the capital stock of this company and on net earnings is constitutional; but the tax on locomotives, passenger cars and other rolling stock is unconstitutional. Judge Strong concludes as follows:

The case, in any view of it, decides that a State cannot directly or indirectly tax persons for passing through or out of it. That is enough for the case I have before me. The Delaware statute of April 8th, 1869, does directly levy a tax upon both persons and property for transit through the State, into it and out of it. It is, therefore, in my opinion, so far in conflict with the Constitution of the United States.

I shall therefore enjoin against any steps for the assessment, collection or payment of the tax prescribed by the twenty-first section of the act of April 8th, 1869, namely, the tax for the use of locomotives, passenger cars, freight cars and trucks, and I shall refuse the injunction prayed for to prevent the collection and payment of the taxes prescribed by the fifteenth section upon the actual cash value of every share of the capital stock of the company defendant, and I shall also refuse an injunction against the collection and payment of the tax described by the twentieth section upon the net earnings or increase of the company.

☞ The Secretary of War, in his annual report, says that but little progress has been made by the railway companies in settling the debts contracted by them at the close of the war by the purchase of the material of the military railroads. The total debt remaining due and unpaid on June 30, 1870, was $6,912,106 97, principally owing from southwestern companies. Their payments during the year amounted to the sum of $365,820 45, but owing to the amount of interest the entire reduction was only $58,128 04.

☞ The Arkansas *Gazette* says the Mississippi, Ouachita and Red River Railroad, under the vigorous management of Hon. Thos. M. Bowen, its president, is making rapid strides towards completion. The track has already been laid for about twenty miles running west from Eunice, and all the necessary arrangements have been made to complete the road to Camden—a distance of about one hundred miles, by the first of April next.

☞ The Bangor and Piscataquis Railroad Company have made a compromise with the European and North American Railroad Company, and in consideration of the payment of $25,000 by the latter have withdrawn their objection to the payment to them by the Governor and Council of the amount received from the Government on account of the Maine and Massachusetts war claims.

☞ Trains are now running regularly from LaCrosse to Wells, on the Southern Minnesota road, and the track is being rapidly extended northwestward to Winnebago city.

Illinois Central Railroad.

The statement of this Company for the month of November, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,888.33 for	$36,793 93
Acres Int. Fund Lands sold		
Acres Free Lands sold	160.00 for	2,961 00
Total sales during month of November, 1870	4,048.33 for	$39,754 93
To which add Town Lot Sales		120 00
Total of all	4,048.33 for	$39,874 93
Cash collected in November, 1870		$208,777 78

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 400½ Miles.	Total. 1107½ Miles.
Freight	$452,050 00	$91,031 00	$543,081 00
Passengers	135,381 90	44,627 85	180,009 75
Mails	6,375 00	1,029 08	7,404 08
Other sources	109,000 00	2,495 92	111,495 92
Tot. Nov., '70	$702,806 90	$139,183 85	$841,990 75
Total actual earn'gs, Nov. 1869	$666,658 35	$177,754 80	$814,413 15

☞ Maine's portion of the certificates of indebtedness issued by the United States, in payment of the interest on Massachusetts' war claim of 1812, was transferred to the European and North American Railway Company on the 7th inst. The company had previously received Massachusetts' portion—two-thirds. The value of Maine's part is $226,000.

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Capital - - - - - - - $500,000
Subject to increase to - - - $1,000,000

BOARD OF DIRECTORS:

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THIS BANK NEGOTIATES LOANS, MAKES COLLECTIONS, ADVANCES ON SECURITIES, AND RECEIVES DEPOSITS.

Accounts of Bankers and Merchants will receive special attention.

☞ FIVE PER CENT. INTEREST PAID on CURRENT BALANCES, and liberal facilities offered to our CUSTOMERS.

Dorr Russell, President.

A. F. Willmarth, Vice-President.

Notice to Contractors.

SEALED PROPOSALS addressed to the undersigned will be received until Wednesday, Dec. 28, 1870, for the gradation, masonry, and bridging of the Newburg and Midland Railway, extending from Newburg, N. Y., to a junction with the New York and Oswego Midland Railroad, near the village of Fair Oaks, a distance of twenty-five miles, or of any part thereof. Profiles and specifications can be seen at the office of the Company. The Company reserves the right to reject all proposals not deemed for their interest to accept. GEORGE CLARK, President, Newburg, Orange Co., N. Y.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

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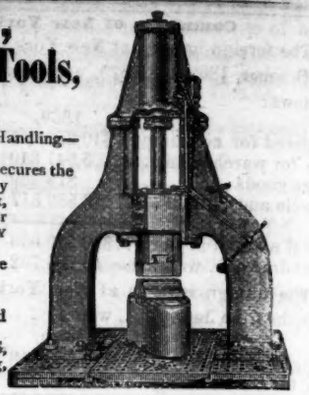
These Hammers have our Patent Skew Ram, which secures the most extensive die surface, and our patent valve gear; by which is accomplished, with the most perfect adjustment, either the heavy dead blow for drawing down work, or the light, quick blow for finishing, AND THIS WITH ONLY TWO MOVING PIECES—NOTHING TO GET OUT OF ORDER.

All sizes, from 100 lbs. upward, with single or double frames.

ENGINE LATHES,

extra strong and heavy, capable of doing the heaviest and most accurate work,

Also, our PATENT SCREW CUTTING LATHES, which will do either general turning or screw cutting, without change of gear-wheels.



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Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, *made to Order.*

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VULCANIZED RUBBER FABRICS,

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Patent Smooth Belting, (Patented Nov. 22, 1859.) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

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Car Springs of the best quality *only.*

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6 HIGH-PRESSURE ENGINES, partly finished;
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1,000 " BAILEY BROS.
300 " EBBW VALE.
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Instrument Manufacturers,

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THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

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Philadelphia August 1, 1870.

FOR SALE—56 and 50 pounds English Rails here, and at New Orleans; and also to arrive at both ports.

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STEAM BOILERS,
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D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc., etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK.

By the Governor:
ROBERT H. ATKINSON,
Executive Secretary.

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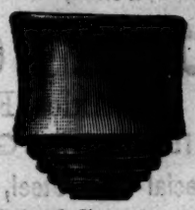
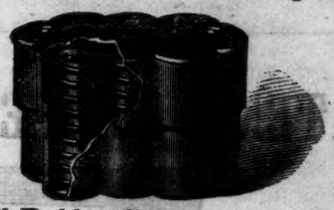


The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.

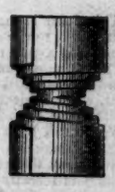


Small Rubber Centre Groupe Spiral

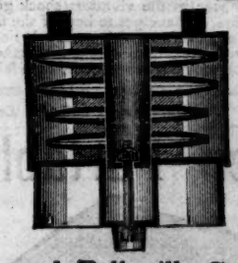
Large Rubber Centre Spiral.

Compound Spiral.

Soid India Rubber.



Double Volute Buffer.



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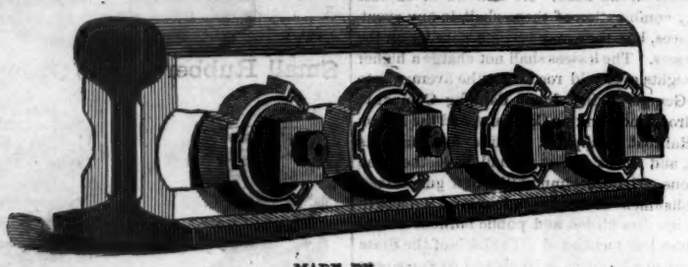

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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail,* with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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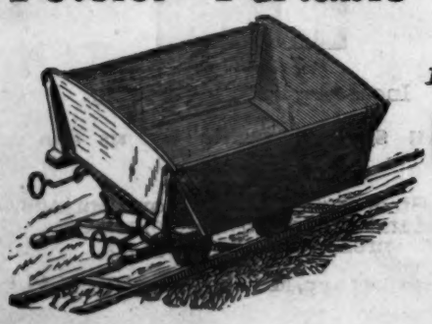

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